

WL-TR-96-2016



**ADVANCED TURBINE
AEROTHERMAL RESEARCH RIG
(ATARR) FACILITY MODEL
OPERATION**

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MAY 1993

FINAL

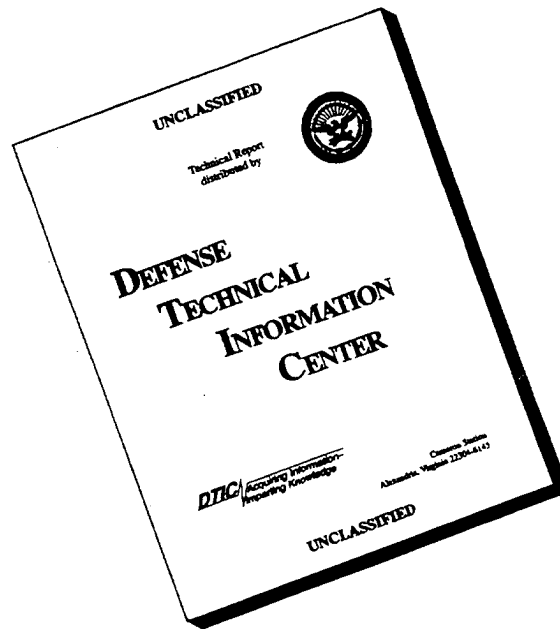
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Operation of the Facility Model

By: C. Haldeman and M. Dunn

Date: 5-7-93

Introduction:

The facility model is a major operating tool for the ATARR facility. It can provide information about setting the eddy-brake, main valve activation pressures, initial fill pressures, test gas properties as well as predicting performance. It is important to remember that the facility model is just a model, the numbers it produces are approximate. Some time has been spent with the model trying to make the predicted main valve performance reflect its actual motion more accurately. In the future, as systems are added, it should be possible to compare the model predictions of the torque, eddy brake temperature, etc. with data. As a result, the facility model will generally be one which changes with time. This memorandum is written to document some of the history of the model, discuss how it is run presently, and point towards future work.

History:

The facility model (originally called the math model) was built at MIT by Dr. Gerry Guenette. The model arrived at Calspan and was documented initially by Mike Stanton (see included "Original Math Model Description" by Mike Stanton), and not much was done with it until the main valve model verification began. Several changes were made in the default values for the plumbing sizes, and the friction coefficients (to reflect reality). These are all documented in three memorandums¹ attached at the end of this document. All of these changes dealt with the main valve performance aspects of the model.

Some relatively strange behavior has been observed in the valve performance. This has required the examination of the original main valve model (which was a four chamber model) with a view towards incorporating two more choke points. Presently WPAFB is performing this task. In addition, at high temperatures, the main valve did not operate smoothly, requiring more actuator pressure to open. Upon inspection, it was determined that the thermal expansion of the original bearings was incompatible with the surrounding material and that some binding could occur at higher temperatures. These bearings have been redesigned and rebuilt, and testing of the valve should begin shortly.

¹ C. Haldeman and M. Dunn, "Main Valve Model Update", Memo 7-27-92; C. Haldeman and M. Dunn, "Main Valve Model Update II", Memo 10-6-92; C. Haldeman, "Math Model Revisions", Memo 10-27-92

In all other respects, the facility model is the same as the one delivered from MIT. What has been changed is the manner in which the model is run, and the interpretation of the results. For detailed discussion about the integration scheme, and the governing equations of the model one should see either Dr. Guenette's notes or Mike Stanton's documentation. The rest of this document will discuss how the model is operated presently.

Operation of Facility Model

The entire facility model suite of software consists of a main FORTRAN code named "facility.F" which resides in */usr/atarr/src/fortran*, collections of subroutines called by "facility" (also contained in the same directory), and an X-11 interface called mm (which resides in */usr/atarr/src/mathmodel*). Listed in "facility" are all of the subroutines which the main code calls. It should be noted that all executable code placed in */usr/atarr/bin* can be enacted in any directory and this is where copies of all DAS system executable code exist. The program can be run either as a stand-alone program by typing "facility" or using an X-11 interface invoked by typing "mm". In both cases the program requires at least two files: a parameters file and a configuration file. The FORTRAN code presupposes that those already exist, the X-11 interface allows you to make these files. The variables which are listed in these files are included in a note called "Facility Model Parameters", located at the back of this report.

Output of the program consists of several files. The original files were BD.OUT and BD.PLT. These files regurgitate the parameter and configuration files as well as the time histories of various properties (in ASCII format). The only difference in these files is that the BD.PLT file was designed to be used with a plotting routine. New output files have been added. One is defined by the user as a comma separated file containing main valve data only (default name is valve.dat). This is a consolidation of information contained in BD.PLT which has been used to analysis the main valve performance. This file is easily portable to other operating systems and other programs for more detailed analysis. In addition, there are several files of the form P(5-8)_FM.3, POS_FM.3, and VEL_FM.3. These are time history files of the main valve pressures and motion (position and velocity) which have been placed into a DAS context (i.e. they conform to the DAS architecture). These files can be directly read by DRP (the data reduction package) and plotted against data making model vs. data comparison quite easy.

The program has two modes of operation; called normal and final mode. In normal mode one is using the code to predict the behavior of the facility based on ideal test conditions. One provides as input the desired operating conditions: final temperature, pressure and specific heat ratio, and the program calculates design conditions (based on the test turbine), gas properties etc. This mode of operation can exist completely outside the DAS context (i.e. it does not require any DAS format file input) and is used to develop initial testing conditions. The second mode of

operation is called the final mode and it differs from the normal mode of operation in that it takes gas properties recorded during the fill process and standards reduction process and generates the test gas properties.

Determining the Test Gas Properties

In normal mode, the facility model assumes a desired test specific heat ratio (γ), final test temperature, final test pressure, and the two types of gas used in the test (x for the first component and y for the second one). The program calculates mass fractions based on the following formula:

$$M_r \Rightarrow \frac{m_y}{m_x} = \frac{C_{v,x} (\gamma - \gamma_x)}{C_{v,y} (\gamma_y - \gamma)} \quad (1)$$

where γ is the desired test condition and all other properties are functions of the individual gases at the present temperature². All properties of the test gas mixture are functions of the mass ratio and the property ratios (gas constant, specific heat, etc.) of the two gases. In the final configuration mode, one takes the fill data (which is partial pressure and temperature data for the initial gas and the final conditions), and uses that to produce a mass ratio.

$$M_r \Rightarrow \frac{m_y}{m_x} = \frac{1}{R_r} \left(\frac{P_r}{T_r} - 1 \right) \quad (2)$$

where the subscript r denotes a ratio of the property of gas y to gas x. Once the actual mass ratio has been obtained, the gas property calculation proceeds as listed in the normal case. One can see that in normal mode, one finds the desired test conditions; final mode takes the data from the run and generates the test gas conditions.

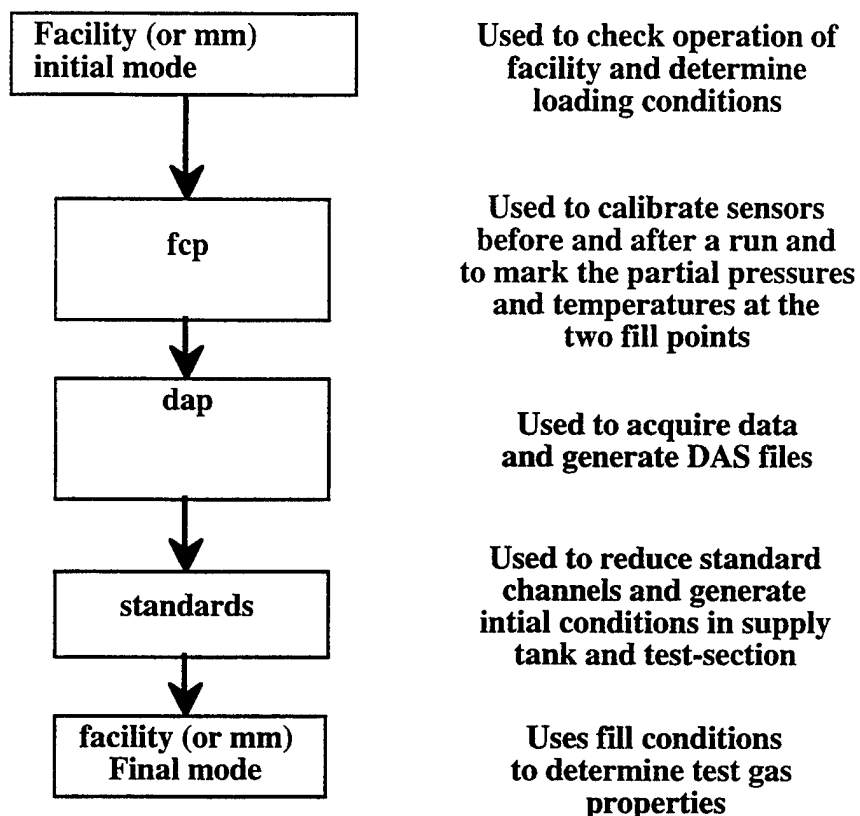
The partial pressures and temperatures are obtained in the process FCP. This process marks the partial pressures and temperatures, as well as calibrates sensors, and stores these values in the RCDF. There is an assumption that the test gas properties are determined just from these ratios. However, there may be some difference between the final fill point conditions and those at which the facility is run. This could arise due to changes in temperature, venting of the gas, or just leakage over time. Thus one more piece of information is needed before the facility model can be run in final mode, that is the initial pressures and temperatures in the supply tank and the test section just before a test.

This information is obtained by the DAS system in the time after the main valve is triggered, but before the main valve opens. The initial conditions are determined using the "standards" process. In this process, the standards channels are used to create four files (time

² The present facility model only models gas properties as a function of temperature. The Calspan analysis shows how this data could be modified to account for pressure variations as well. All of this analysis is discussed in more detail in that document

histories), and four scalar values. The four files are the defined pressure and temperature of the supply tank and test section. The four scalar values are the average of these files over the beginning of the test. The four scalar values, and the time range over which they were averaged are stored in the RCDF by the standards process. The standards process controls which instruments are used to create these files.

Once standards has been run, the RCDF is sufficiently complete for facility to run in final mode and generate the actual gas properties. Thus the programs which must be run to determine the gas properties used in the test are:



Operation of "mm"

The operation of the program "facility" is relatively straight forward. However, the operation of its' X-11 interface may not be in the beginning as clear. When one invokes mm there are two lines of options (see figure 1). The two top left buttons (full printout, and startup dynamics) control the number of data points plotted in the output files. Basically, if one would like to examine the main valve motion, these should be highlighted. These responses are put into the parameters file. The next three buttons control file operations, running the model, and plotting the results. The next button is an on-line help menu and the last button terminates the program. The buttons on the second layer control the parameter file and configuration file (except for the button marked "Final Mode Params". The far left button (Parameters) displays all the values which go

into the parameters files (these are the values displayed in figure 1). The last three buttons display all the values that go into the configuration file (figure 2, 3, and 4). These can be viewed and edited.

If one were to run in initial mode, one could go to the file options button and load in an old parameters file, or one could use the X-11 information to create a parameters file. The same holds true for the configuration file. The last file which needs to be specified is the valve data file, which could either be an old or a new file. If one makes any changes to either the parameter file or the configuration file after they have been loaded in, the program automatically stores these changes to temporary files, which are used to run the program facility. However, if one wants to save these files for future use, one has to explicitly save them using the file options button. The other two options, load and save RCDF are used only if the program is being run in final configuration mode.

If one wants to run mm in final configuration mode, one would load or create parameter and configuration files as noted above, and select a valve data file. Then one could go into the final mode set-up by pushing the "Final Mode Params" button. This creates a window (figure 5) that has all of the parameters set by "facility" when run in the final mode. If at this point one loads a RCDF (which has come from a run, and has been operated on by "standards") one should see that only the first four parameters (the partial pressure data) have values, as well as the four initial conditions. One operates in final mode by pushing the "set final mode button" and then using the run model button. After the program has stopped, the values for the test gas properties will be stored into a temporary RCDF and can be viewed, but not edited, in the final mode window. If these values are correct, which they should be, one then pushes the "save RCDF file" button from the file options menu. This will result in a statement saying that if one continues, these values will be stored in the RCDF and resulting changes in the RDRs will be translated to all data files in the run. Once this has been done, the action is also logged in the run log file.

The results of the model run can be displayed by running the plot mode while in mm, running "bdplot" outside of mm, or by using "drp" to plot the DAS files. It is important to note that while one can be in any directory to run the initial mode configuration, one should run the final mode configuration from the run directory since the program requires an RCDF, broadcasts the changes in the RDR to all existing DAS files in the run directory and either creates or updates the run log file.

Future Work:

There is some possibilities of improving the facility model. One item would be to have the facility model generate the partial pressure fill conditions when running in initial mode. In addition, the gas properties presently used in the model are ideal gas properties and are only a

function of temperature. It may be desirable to updated the model to include pressure dependency which would require some rework of the gas selection subroutines and should probably be evaluated in the context of an overall uncertainty analysis of the facility. Clearly one of the main goals of running the facility model in normal mode is deciding how to set the opening and closing reservoirs on the main valve. The issues involved with the six chamber model need to be resolved. Once that is done, the facility program will have to be updated to reflect these changes.

Math Model

Full Printout Startup Dynamics File Run Facility Model Plot Help

Current Data Group:

Parameters Final Mode Params Volumes, Orifice, Valve Actuator Cylinder and Gas Spring and Brake

Turbine Parameters

Turbine Type

Desired Pressure Ratio

Adiabatic Efficiency

Specific Heat Ratio

Effective Choked Area [in²]

Rotor Moment of Inertia [kg m²]

Tip Diameter [in]

Gas to Wall Temperature Ratio

Design Reynolds Number

Design Operating Speed [RPM]

System Timing Parameters

Simulation Run Time [s]

Number of Steps per Millisecond

Valve Opening Time [s]

Valve Closing Time [s]

Brake Turnon Time [s]

Brake Turnoff Time [s]

Supply and Dump Tank Parameters

Supply Tank Pressure [psia]

Supply Tank Temperature [+K, -F]

Dump Tank Pressure [psia]

Dump Tank Temperature [+K, -F]

Desired Test Gas Gamma

Number Of Test Gas Components

Gas Type 1 Gas Type 2

Fast Acting Valve Parameters

Opening Reservoir Pressure [psia]

Closing Reservoir Pressure [psia]

Vent Reservoir Pressure [psia]

Initial Actuator Pressure [psia]

Number Of Actuator Gas Components

Gas Type 1 Gas Type 2

Eddy Current Brake Parameters

Eddy Brake Preprogrammed

Initial Excitation Level

Second Order Constant

Third Order Constant

Figure 1: X-11 Interface Screen for "facility" (mm)

Math Model

Full Printout Startup Dynamics File Run Facility Model Plot Help

Current Data Group:

Parameters Final Mode Params **Volumes, Orifice, Valve** Actuator Cylinder and Gas Spring and Brake

Facility Volumes

Supply Tank 0.0

Turbine Inlet 0.0

Turbine Exhaust 0.0

DSV Inlet 0.0

Dump Tank 0.0

Flow Path Orifice

Exit Pipes to Dump, A34 0.0

Valve Geometry Variables

Valve Annulus, Outer Radius (inches) 0.0

Valve Annulus, Inner Radius (inches) 0.0

Main Seal Radius (inches) 0.0

Main Seal Breakaway (inches) 0.0

Back Seal Radius (inches) 0.0

Back Seal Breakaway (inches) 0.0

Entrance Angle From Vertical (degrees) 0.0

Total Moving Mass (kg) 0.0

Figure 2: Volumes, Orifice, Valve Window

Math Model

Full Printout Startup Dynamics File Run Facility Model Plot Help

Current Data Group:

Parameters Final Mode Params Volumes, Orifice, Valve Actuator Cylinder and Gas Spring and Brake

Actuator Cylinder Geometry	Actuator Gas Supply Geometry
Bore Diameter (inches) 0.0	Opening Gas Supply Volume (cubic M) 0.0
Rod Diameter (inches) 0.0	Opening Line Volume (cubic in) 0.0
Number of Rods 1 (MIT)	Closing Line Volume (cubic in) 0.0
Max Actuator Stroke (inches) 0.0	Closing Gas Supply Volume (cubic M) 0.0
Piston Thickness (inches) 0.0	Vent Indicator DUMP
Stroke Offset, S @ X=0 (inches) 0.0	Opening Gas Supply Orifice (sq in) 0.0
Offset to Start of Transfer Port (inches) 0.0	Closing Gas Supply Orifice (sq in) 0.0
End of Transfer Port (inches) 0.0	Cylinder Opening End Vent Orifice (sq in) 0.0
Transfer Port Area (sq in) 0.0	Cylinder Closing End Vent Orifice (sq in) 0.0
Actuator Fixed Bleed Area (sq in) 0.0	Dead Volume in Cylinder Head (cubic in) 0.0
Leakage Around Pison (sq in) 0.0	
Switch Position (inches) 0.0	

Figure 3: Actuator Cylinder and Gas Window

Math Model

Full Printout Startup Dynamics File Run Facility Model Plot Help

Current Data Group:

Parameters Final Mode Params Volumes, Orifice, Valve Actuator Cylinder and Gas **Spring and Brake**

Impact Spring Data

Zero Force Position, Main Valve Closing Spring (inches) 0.0

Spring Constant [Closing Spring] (lbf/in) 0.0

Zero Force Position, [Valve Opening Spring] (inches) 0.0

Spring Constant [Opening Spring] (lbf/in) 0.0

Coefficient of Static Friction 0.0

Coefficient of Dynamic Friction For Range 0 to X1 0.0

Coefficient of Dynamic Friction For Range X1 to X2 0.0

Coefficient of Dynamic Friction For Range X2 to X3 0.0

Coefficient of Dynamic Friction For Range X3 to End 0.0

Slider Positions for Dynamic Friction Coefficients, Location 1 0.0

Slider Positions for Dynamic Friction Coefficients, Location 2 0.0

Slider Positions for Dynamic Friction Coefficients, Location 3 0.0

Brake Constants

Brake Constant ($U-S^{1/2}/Tesla^{1/2}$) 0.0

Brake Speed @ Max Torque (rpm) 0.0

Brake Drum Mass (kg) 0.0

Brake Drum Specific Heat (J/kg-g) 0.0

Brake Time Constant (seconds) 0.0

Figure 4: Spring and Brake

Math Model

Full Printout Startup Dynamics File Run Facility Model Plot Help

Current Data Group:

Parameters Final Mode Params Volumes, Orifice, Valve Actuator Cylinder and Gas Spring and Brake

Final Mode Gas Parameters

Set Final Mode:

Partial Pressure of Gas #1 [kPa] 0.00

Temperature of Gas #1 [K] 0.00

Final Fill Pressure [kPa] 0.00

Final Fill Temperature [K] 0.00

Test Gas Mole Frac 1 0.00

Test Gas Mole Frac 2 0.00

Molecular Weight 0.00

Specific Heat Coef 1 0.00

Specific Heat Coef 2 0.00

Specific Heat Coef 3 0.00

Spec Heat Ratio 1 0.00

Spec Heat Ratio 2 0.00

Spec Heat Ratio 3 0.00

Prandtl Number 1 0.00

Prandtl Number 2 0.00

Prandtl Number 3 0.00

Final Mode Gas Parameters (cont.)

Dynamic Viscosity 1 0.00

Dynamic Viscosity 2 0.00

Dynamic Viscosity 3 0.00

Gas Constant (R_u/M_w) 0.00

Design Conditions

Upstream Des Stag Temp (deg K) 0.00

Upstream Des Stag Press (kPa) 0.00

Total Des. Weight Flow (kg/sec) 0.00

Des. Weight Flow thru Turb (kg/sec) 0.00

Design Prandtl Number of Gas 0.00

Standards Data

Supply Tank Temp (deg K) 0.00

Supply Tank Press (kPa) 0.00

Test Section Temp (deg K) 0.00

Test Section Press (kPa) 0.00

Standards Int Start 0.00

Standards Int End 0.00

Figure 5: Final Mode Parameters Window

Original Math Model Description

by: Mike Stanton

1 Gas Properties

The thermodynamic properties of a gas mixture are calculated from the properties of the component gases. A one or two component gas can be selected. The gases in the database are: *Air*, *Argon*, *Freon₁₂*, *N₂*, and *CO₂*. The gas component concentrations are those whose mixture specific heat ratio give the best match to the desired specific heat ratio. The database for the the gas components was derived from the following sources:

1. Hilsenrath, NBS CIR564, QC286.H655 - all but *Freon₁₂*.
2. Ashrae, Thermophysical Properties of Refrigerants, TP492.A54 - for *Freon₁₂*.

1.1 List of Variables

$c_{p,mix}$	specific heat at constant pressure of the gas mixture	$\frac{J}{kg-^{\circ}K}$
$c_{p,i}$	specific heat at constant pressure of gas component i	$\frac{J}{kg-^{\circ}K}$
$c_{v,mix}$	specific heat at constant volume of the gas mixture	$\frac{J}{kg-^{\circ}K}$
$c_{v,i}$	specific heat at constant volume of gas component i	$\frac{J}{kg-^{\circ}K}$
γ_{mix}	ratio of specific heats of the gas mixture	
γ_i	ratio of specific heats of gas component i	
k_{mix}	thermal conductivity of the gas mixture	$\frac{W}{m-^{\circ}K}$
k_i	thermal conductivity of gas component i	$\frac{W}{m-^{\circ}K}$
μ_{mix}	dynamic viscosity of the gas mixture	$\frac{N-s}{m^2}$
μ_i	dynamic viscosity of gas component i	$\frac{N-s}{m^2}$
Pr_{mix}	Prandtl Number of the gas mixture	
M_{mix}	molecular weight of the gas mixture	$\frac{g}{mole}$
M_i	molecular weight of gas component i	$\frac{g}{mole}$
R_0	Gas Constant	$\frac{J}{mole-^{\circ}K}$
R_{gas}	gas constant for the mixture	$\frac{J}{kg-^{\circ}K}$
χ_i	mole fraction of gas component i	
X_i	concentration of gas component i	$\frac{grams}{gram\ of\ mix}$

Facility Configuration Model

1.2 Defining Relationships for Properties of the Gas Mixture

The gas mixture properties are calculated via the following:

$$X_2 = \frac{\gamma_2 c_{p,1}(\gamma - \gamma_1)}{\gamma_2 c_{p,1}(\gamma - \gamma_1) - \gamma_1 c_{p,2}(\gamma - \gamma_2)} \quad (1)$$

subject to $X_2 = \text{Minimum}(1., X_2)$ and $X_2 = \text{Maximum}(0., X_2)$

$$X_1 = 1.0 - X_2 \quad (2)$$

$$\mathcal{M}_{mix} = X_1 \mathcal{M}_1 + X_2 \mathcal{M}_2 \quad (3)$$

$$\chi_i = X_i \frac{\mathcal{M}_{mix}}{\mathcal{M}_i} \quad (4)$$

$$c_{v,i} = \frac{c_{p,i}}{\gamma_i} \quad (5)$$

$$R_{gas} = \frac{R_u}{\mathcal{M}_{mix}} \quad (6)$$

$$c_{p,mix} = X_1 c_{p,1} + X_2 c_{p,2} \quad (7)$$

$$c_{v,mix} = X_1 c_{v,1} + X_2 c_{v,2} \quad (8)$$

$$\gamma_{mix} = \frac{c_{p,mix}}{c_{v,mix}} \quad (9)$$

$$\phi_{21} = (1 + \sqrt{\frac{\mu_2}{\mu_1}} \sqrt{\frac{\mathcal{M}_1}{\mathcal{M}_2}})^2 / \sqrt{8(1 + \frac{\mathcal{M}_2}{\mathcal{M}_1})} \quad (10)$$

$$\phi_{12} = (1 + \sqrt{\frac{\mu_1}{\mu_2}} \sqrt{\frac{\mathcal{M}_2}{\mathcal{M}_1}})^2 / \sqrt{8(1 + \frac{\mathcal{M}_1}{\mathcal{M}_2})} \quad (11)$$

$$\mu_{mix} = \frac{\chi_2 \mu_2}{\chi_2 + \phi_{21} \chi_1} + \frac{\chi_1 \mu_1}{\chi_1 + \phi_{12} \chi_2} \quad (12)$$

$$k_{mix} = \frac{\chi_2 k_2}{\chi_2 + 1.065 \phi_{21} \chi_1} + \frac{\chi_1 k_1}{\chi_1 + 1.065 \phi_{12} \chi_2} \quad (13)$$

$$Pr_{mix} = \frac{\mu_{mix} c_{p,mix}}{k_{mix}} \quad (14)$$

2 Facility Geometric Parameters

These consist of volumes, flow areas, and pressure face areas.

Volumes:

V_0	blowdown supply tank	fixed
V_1	turbine inlet passage	fixed
V_2	turbine exhaust passage	fixed
V_3	down stream of throttle	fixed
V_4	dump tank	fixed
V_5	actuator reservoir (opening)	fixed
V_8	actuator reservoir (closing)	fixed
V_6	actuator bore (opening)	variable
V_7	actuator bore (closing)	variable
V_{F6}	actuator line (opening)	fixed
V_{F7}	actuator line (closing)	fixed

Flow Areas:

A_{01}	main valve	variable
A_{12}	turbine throat	fixed
A_{14}	boundary layer bleed = $0.3A_{12}$	fixed
A_{23}	throttle area = $A_{12}\sqrt{\frac{TT_2}{TT_1}}/\frac{P_2}{P_1}$	variable
A_{34}	dump tank inlet	fixed
A_{56}	actuator supply (opening)	fixed
A_{87}	actuator supply (closing)	fixed
A_{7V}	actuator vent (opening)	fixed
A_{6V}	actuator vent (closing)	fixed
A_{F67}	actuator fixed leakage	fixed
A_{V67}	actuator transfer port	variable
A_{67}	actuator leakage = $A_{F67} + A_{V67}$	variable

Pressure Face Areas:

A_O	area of actuator piston (opening face)	fixed
A_C	area of actuator piston (closing face)	fixed

3 Facility Chamber Pressures and Temperatures

Pressures:

p_0	blowdown supply tank
p_1	turbine inlet passage
p_2	turbine exhaust passage
p_3	down stream of throttle
p_4	dump tank
p_5	actuator reservoir (opening)
p_8	actuator reservoir (closing)
p_6	actuator bore (opening)
p_7	actuator bore (closing)

Temperatures:

T_0	blowdown supply tank
T_1	turbine inlet passage
T_2	turbine exhaust passage
T_3	down stream of throttle
T_4	dump tank
T_5	actuator reservoir (opening)
T_8	actuator reservoir (closing)
T_6	actuator bore (opening)
T_7	actuator bore (closing)
T_{ij}	temperature of the upstream gas

4 Flow Rates at Orifices

The flow rates are calculated for adiabatic flows. The flow conditions are considered to be either choked or unchoked flow.

4.1 List of Variables

p_i	pressure, chamber i
p_j	pressure in adjacent chamber, chamber j
A_{ij}	area of the orifice
w_{ij}	flow rate through the orifice from chamber i to chamber j
w	absolute value of flow rate
p_{up}	chamber pressure, high pressure side = $\text{Maximum}(p_i, p_j)$
p_{down}	chamber pressure, low pressure side = $\text{Minimum}(p_i, p_j)$
$p_{critical}$	critical pressure at which the flow is choked
T_{up}	chamber temperature, high pressure side
T_{down}	chamber temperature, low pressure side
T_{ij}	chamber temperature, high pressure side
γ	ratio of specific heats of the gas mixture = γ_{mix}

4.2 Defining Relationships for Orifice Flow Rates

$$p_{critical} = \left(\frac{2}{\gamma + 1}\right)^{\frac{\gamma}{\gamma - 1}} \cdot p_{up} \quad (15)$$

if $p_{down} \leq p_{critical}$, the flow is choked and:

$$w = \sqrt{\gamma \left(\frac{2}{\gamma + 1}\right)^{\frac{\gamma + 1}{\gamma - 1}}} \cdot \frac{p_{up} A_{ij}}{\sqrt{R_{gas} T_{up}}} \quad (16)$$

else if $p_{down} > p_{critical}$, the flow is unchoked and:

$$w = \sqrt{\left(\frac{2\gamma}{\gamma - 1}\right) \left(1 - \left(\frac{p_{down}}{p_{up}}\right)^{\frac{\gamma - 1}{\gamma}}\right)} \cdot \left(\frac{p_{down}}{p_{up}}\right)^{\frac{1}{\gamma}} \cdot \frac{p_{up} A_{ij}}{\sqrt{R_{gas} T_{up}}} \quad (17)$$

$$w_{ij} = \frac{p_i - p_j}{|p_i - p_j|} \cdot w \quad (18)$$

Facility Configuration Model

$$T_{ij} = T_{up} \quad (19)$$

5 Turbine and Brake Properties

5.1 List of Variables

p_1	turbine inlet pressure
p_2	turbine exit pressure
p_{ratio}	turbine pressure ratio
TT_1	turbine inlet temperature
TT_2	turbine exit temperature
T_{ratio}	turbine temperature ratio
A_{23}	boundary layer bleed
$\dot{T}T_1$	time rate of change of turbine inlet temperature
T_{room}	ambient temperature
$T_{gas\ to\ wall}$	turbine gas to wall temperature
e_a	adiabatic efficiency of the turbine
h_t	turbine power
T_t	turbine shaft torque
T_n	net shaft torque
I_r	rotor moment of inertia
ω_s	turbine shaft speed
ω_{ss}	scaled turbine shaft speed
ω_{ds}	turbine shaft design speed
ω_{sds}	scaled turbine shaft design speed
Re	turbine Reynolds Number
D_{tip}	tip diameter for turbine rotor
T_b	actual brake torque
T_{br}	required brake torque
h_b	brake power
Q_b	total energy absorbed by the brake
k_b	brake coefficient
$\omega_{b,max}$	shaft speed at which maximum brake torque develops
T_{drum}	brake temperature (with no dissipation)
m_{drum}	mass of brake drum
$c_{p,drum}$	heat capacity of brake drum
B	actual brake excitation
B_r	required brake excitation
B_c	total brake constant
B_0	first order brake constant
B_1	second order brake constant
B_2	third order brake constant
τ	brake time constant
t	run time
$t_{brake\ on}$	time at which braking action starts
$t_{brake\ off}$	time at which braking action stops

Facility Configuration Model

5.2 Defining Relationships for Turbine and Brake Properties

$$p_{ratio} = \frac{p_2}{p_1} \quad (20)$$

$$T_{ratio} = 1 - e_a(1 - p_{ratio}^{\frac{\gamma-1}{\gamma}}) \quad (21)$$

$$TT_1 = T_1 \quad (22)$$

$$TT_2 = TT_1 \cdot T_{ratio} \quad (23)$$

$$A_{23} = A_{12} \cdot \frac{\sqrt{T_{ratio}}}{P_{ratio}} \quad (24)$$

$$h_t = w_{12} \cdot c_{p,mix} \cdot (TT_1 - TT_2) \quad (25)$$

$$\tau_t = \frac{h_t}{\omega_s} \quad (26)$$

$$\omega_{ss} = \frac{\omega_s}{\sqrt{TT_1}} \quad (27)$$

$$\omega_{sds} = \frac{\omega_{ds}}{\sqrt{TT_1}} \quad (28)$$

$$Re = \frac{w_{12}}{D_{tip}\mu_{mix}} \quad (29)$$

$$T_{gas \text{ to wall}} = \frac{TT_1}{T_{room}} \quad (30)$$

$$\tau_{br} = \frac{h_t}{\omega_{ds}} - \frac{TT_1 I_r \omega_{sds}}{2\sqrt{TT_1}} \quad (31)$$

$$B_r = \sqrt{\frac{\tau_{br}(1 + (\frac{\omega_{ds}}{\omega_{b,max}})^2)}{k_b \omega_{ds}}} \quad (32)$$

if $t < t_{brake \text{ on}}$ or $t > t_{brake \text{ off}}$ then

$$B = 0 \quad (33)$$

else

if excitation is not preprogrammed then

$$B = B_r \quad (34)$$

Facility Configuration Model

otherwise for a preprogrammed excitation

$$B_c = B_0 + B_1(t - t_{\text{brake on}}) + B_2(t - t_{\text{brake on}})^2 \quad (35)$$

and

$$B = B_c \cdot (1 - e^{-\frac{t - t_{\text{brake on}}}{\tau}}) \quad (36)$$

$$h_b = k_b \cdot B^2 \cdot \frac{\omega_s^2}{1 + (\frac{\omega_s}{\omega_{b, \text{max}}})^2} \quad (37)$$

$$T_b = \frac{h_b}{\omega_s} \quad (38)$$

$$T_n = T_t - T_b \quad (39)$$

$$T_{\text{drum}} = \frac{Q_b}{m_{\text{drum}} \cdot c_{p, \text{drum}}} + T_{\text{room}} \quad (40)$$

6 Main Slider Valve and Actuator Variables

6.1 List of Variables

x	the displacement of main slider valve at which the front seal is fully compressed
v	velocity of main slider valve = velocity of actuator piston
r_s	radius from centerline of chamber 1 to the back seal
r_m	radius from centerline of chamber 1 to the front seal
x_m	displacement at which the front seal is closed but uncompressed
x_{ksc}	x displacement at which the front slider spring is in equilibrium
x_{kso}	x displacement at which the back slider spring is in equilibrium
s_o	offset of actuator piston from front of bore at $x=0$
A_m	maximum area of main valve
θ	angle from vertical of the main valve bevel
F_t	total force on slider assembly
F_{st}	total force excepting friction on slider assembly
F_p	pressure force contribution to total force on slider assembly
F_s	spring force contribution to total force on slider assembly
F_a	actuator force contribution to total force on slider assembly
F_f	frictional force contribution to total force on slider assembly
K_{sc}	spring constant for front spring
K_{so}	spring constant for back spring
μ_{sliding}	coefficient of sliding friction for the main slider valve
μ_{static}	coefficient of static friction for the main slider valve
m	mass of sliding assembly
g	gravitational acceleration

6.2 Defining Relationships for Main Valve and Actuator

$$A_{01} = 0 \quad x < x_m \quad (41)$$

$$A_{01} = A = 2\pi r_m(x-x_m) \sin \theta + \pi(x-x_m)^2 \sin^2 \theta \cos \theta \quad x \geq x_m \text{ and } A < A_m \quad (42)$$

$$A_{01} = A_m \quad x \geq x_m \text{ and } A \geq A_m \quad (43)$$

$$V_6 = A_O(s_o + x) + V_{F6} \quad (44)$$

$$V_7 = A_C(s_o + x) + V_{F7} \quad (45)$$

$$F_p = -\pi(r_m^2 - r_s^2)(p_0 - p_1) \quad x < x_m \quad (46)$$

$$F_p = 0 \quad x \geq x_m \quad (47)$$

$$F_a = p_6 \cdot A_O - p_7 \cdot A_C \quad (48)$$

$$F_s = -K_{sc}(x - x_{ksc}) \quad x < x_{ksc} \quad (49)$$

$$F_s = 0 \quad x_{ksc} \leq x \leq x_{kso} \quad (50)$$

$$F_s = -K_{so}(x - x_{kso}) \quad x > x_{kso} \quad (51)$$

$$F_{st} = F_p + F_a + F_s \quad (52)$$

$$F_f = -\frac{v}{|v|} \cdot \mu_{sliding} mg \quad v \neq 0 \quad (53)$$

$$F_f = -\frac{F_{st}}{|F_{st}|} \cdot \mu_{static} mg \quad v = 0, |F_{st}| \geq \mu_{static} mg \quad (54)$$

$$F_f = -F_{st} \quad v = 0, |F_{st}| < \mu_{static} mg \quad (55)$$

$$F_t = F_{st} + F_f \quad (56)$$

7 Method of Integration

7.1 List of State Variables

ω_s	shaft speed
v	slider velocity
x	slider displacement
m_i	mass of gas in chamber i ($i=0\dots 8$)
E_i	internal energy of gas in chamber i ($i=0\dots 8$)
TT_1	turbine inlet gas temperature

Facility Configuration Model

7.2 Calculation of the Derivatives of State Variables

$$\dot{\omega}_s = \frac{T_n}{I_r} \quad (57)$$

$$\dot{v} = \frac{F_t}{m} \quad (58)$$

$$\dot{x} = v \quad (59)$$

$$\dot{m}_0 = -w_{01} \quad (60)$$

$$\dot{m}_1 = +w_{01} - w_{12} - w_{14} \quad (61)$$

$$\dot{m}_2 = +w_{12} - w_{23} \quad (62)$$

$$\dot{m}_3 = +w_{23} - w_{34} \quad (63)$$

$$\dot{m}_4 = +w_{14} + w_{34} + w_{6V} + w_{7V} \quad (64)$$

$$\dot{m}_5 = -w_{56} \quad (65)$$

$$\dot{m}_6 = +w_{56} - w_{67} - w_{6V} \quad (66)$$

$$\dot{m}_7 = +w_{67} + w_{87} - w_{7V} \quad (67)$$

$$\dot{m}_8 = -w_{87} \quad (68)$$

$$\dot{E}_0 = -w_{01}c_{p,mix}T_{01} \quad (69)$$

$$\dot{E}_1 = +w_{01}c_{p,mix}T_{01} - w_{12}c_{p,mix}T_{12} - w_{14}c_{p,mix}T_{14} \quad (70)$$

$$\dot{E}_2 = +w_{12}c_{p,mix}T_{12} - w_{23}c_{p,mix}T_{23} \quad (71)$$

$$\dot{E}_3 = +w_{23}c_{p,mix}T_{23} - w_{34}c_{p,mix}T_{34} \quad (72)$$

$$\dot{E}_4 = +w_{14}c_{p,mix}T_{14} + w_{34}c_{p,mix}T_{34} + w_{6V}c_{p,mix}T_{6V} + w_{7V}c_{p,mix}T_{7V} \quad (73)$$

$$\dot{E}_5 = -w_{56}c_{p,mix}T_{56} \quad (74)$$

$$\dot{E}_6 = +w_{56}c_{p,mix}T_{56} - w_{67}c_{p,mix}T_{67} - w_{6V}c_{p,mix}T_{6V} \quad (75)$$

$$\dot{E}_7 = +w_{67}c_{p,mix}T_{67} + w_{87}c_{p,mix}T_{87} - w_{7V}c_{p,mix}T_{7V} \quad (76)$$

$$\dot{E}_8 = -w_{87}c_{p,mix}T_{87} \quad (77)$$

$$T\dot{T}_1 = \frac{\dot{E}_1 - C_{vmix}T_1\dot{m}_1}{\dot{m}_1c_{v,mix}} \quad (78)$$

The integration scheme is :

$$\int_t^{t+\Delta t} dS = S_{t+\Delta t} - S_t = \dot{S}_t\Delta t \quad (79)$$

Facility Configuration Model

$$S_{t+\Delta t} = S_t + \dot{S}_t \Delta t \quad (80)$$

Pressure and Temperature are updated from the integrated state variables :

$$T_i = \frac{E_i}{m_i c_{v, gas}} \quad (81)$$

$$p_i = \frac{E_i R_{gas}}{V_i c_{v, gas}} \quad (82)$$

8 User Specified Parameters to the Facility Model Program

IPNTOUT 1 = full printout
0 = short printout

ISD 1 = startup dynamics are modelled
0 = start with turbine inlet and outlet at design pressure and temperature ratio. Also inlet conditions = supply conditions

ITURB 0 = user specified turbine
3 = T3 Turbine
7 = MIT Model Ace Turbine
8 = Full Scale Ace Turbine

PIDP (entered when ITURB=0) design outlet pressure to inlet pressure ratio

ETADP (entered when ITURB=0) design adiabatic efficiency

GDP (entered when ITURB=0) design γ

REDP (entered when ITURB=0) design Reynold's number

AT (entered when ITURB=0) turbine throat area (in^2)

DTIP (entered when ITURB=0) rotor diameter (in)

TGTWDP (entered when ITURB=0) design gas to wall temperature

IR (entered when ITURB=0) rotor moment of inertia ($kg - m^2$)

NS0 design operating speed (RPM)

Facility Configuration Model

IBEX 1 = brake excitation is computed

2 = brake excitation is preprogrammed via the quadratic constant, B_c ,

$$B_c = B_0 + B_1t + B_2t^2$$

B0 (entered when IBEX=2) zero order constant

B1 (entered when IBEX=2) first order constant

B2 (entered when IBEX=2) second order constant

P0PSI initial supply tank pressure (psia)

T0IN initial supply tank temperature where a positive number indicates a temperature in $^{\circ}K$ and a negative number in $^{\circ}F$

P4PSI initial dump tank pressure (psia)

T4IN initial dump tank temperature where a positive number indicates a temperature in $^{\circ}K$ and a negative number in $^{\circ}F$

GD desired γ for the test gas

NCMP number of gas components in the gas mixture (1 or 2)

ICMP index of gas components in the gas mixture

1 for Air

2 for Argon

3 for Freon₁₂

4 for N₂

5 for CO₂

P5PSI actuator reservoir (opening) initial pressure (psia)

P8PSI actuator reservoir (closing) initial pressure (psia)

PVRPSI vent reservoir initial pressure (psia)

PVA0PSI actuator bore initial pressure (psia)

TSIM length of simulation (seconds)

NPMS number of time steps per millisecond - 10 is recommended. MIT

Experience has shown that too few time steps per millisecond will show up as pressure oscillations on the order of a time step in the solution.

Facility Configuration Model

TOPEN actuator valve opening time (seconds)

TCLOSE actuator valve closing time (seconds)

TON brake turn on time (seconds)

TOFF brake turn off time (seconds)

9 Facility Configuration File Parameters

V0 SUPPLY TANK

V1 TURBINE INLET

V2 TURBINE EXHAUST

V3 DSV INLET

V4 DUMP TANK

ADSO EXIT PIPES TO DUMP (in^2)

ISS =1 FOR SLIDING SLEEVE (ATAR), =0 FOR COWCATCHER (MIT)

RO VALVE ANNULUS, OUTER RADIUS (INCHES)

RI VALVE ANNULUS, INNER RADIUS (INCHES)

RM MAIN SEAL RADIUS (INCHES)

XM MAIN SEAL BREAKAWAY (INCHES)

RS BACK SEAL BREAKAWAY (INCHES)

XS BACK SEAL BREAKAWAY (INCHES)

THETA ENTRANCE ANGLE FROM VERTICAL (DEGREES)

MASS TOTAL MOVING MASS (KG)

XKSC NO FORCE POSITION, MAIN VALVE CLOSING SPRING (INCHES)

KSC SPRING CONSTANT ($\frac{LBF}{INCH}$), CLOSING SPRING

XKSO NO FORCE POSITION, VALVE OPENING SPRING (INCHES)

Facility Configuration Model

KSO SPRING CONSTANT ($\frac{LBF}{INCH}$), CLOSING SPRING

CSF COEFFICIENT OF STATIC FRICTION

CDF COEFFICIENT OF SLIDING FRICTION

DB BORE DIAMETER (INCHES)

DR ROD DIAMETER (INCHES)

NRODS 2 FOR ATAR, 1 FOR MIT

SMAX MAXIMUM ACTUATOR STROKE (INCHES)

SP PISTON THICKNESS (INCHES)

S0 STROKE OFFSET, S @ X=0 (INCHES)

S1 OFFSET TO START OF TRANSFER PORT (INCHES)

S2 END OF TRANSFER PORT (INCHES)

AV67 TRANSFER PORT AREA (in^2)

AF67 ACTUATOR FIXED BLEED AREA (in^2)

V5 OPENING GAS SUPPLY VOLUME (m^3)

VF6 OPENING LINE VOLUME (in^3)

VF7 CLOSING LINE VOLUME (in^3)

V8 CLOSING GAS SUPPLY VOLUME (m^3)

IVNT VENT TO DUMP=0, VENT TO ROOM=1

AO56 OPENING GAS SUPPLY ORIFICE (in^2)

AO7V CYLINDER CLOSING END VENT ORIFICE (in^2)

AC87 CLOSING GAS SUPPLY ORIFICE (in^2)

AC6V CYLINDER OPENING END VENT ORIFICE (in^2)

KB BRAKE CONSTANT ($\frac{W-s^2}{Tesla^2}$)

NB BRAKE SPEED @ MAXIMUM TORQUE (rpm)

Facility Configuration Model

MDRUM BRAKE DRUM MASS (KG)

CPD BRAKE DRUM SPECIFIC HEAT ($\frac{J}{KG^{\circ}K}$)

TAUB BRAKE TIME CONSTANT (SECONDS)

10 Operating the Facility Model Programs

The programs, "bd" and "bdplt", are the programs which produce the computational results of the modeling and the plot. The program, "bd", is operated by typing "bd" and answering the prompts for the user selected parameters. The facility configuration file named "configuration.dat" must exist in the present working directory. Two output files are produced by this program. The file, "BD.OUT" contains a listing of the computational results of the run. The file, "BD.PLT" contains the data file which is used as input to "bdplt".

The program, "bdplt", is operated by typing "bdplt". This program produces the plots. Plots can be generated on the screen or on a laser plotter. The environment variable, mplotfile, is used to pass the names of the input file to "bdplt". The variable mplotfile contains the name of the plotfile produced by "bd". It is set by typing the unix command "setenv mplotfile BD.PLT" or whatever else the input file is named.

Facility Model Parameters

Program *facility* has two basic forms of supplying input data. The first consists of a file containing facility configuration parameters. There are seven distinct groups of data which are entered using the FORTRAN namelist convention.

NAMELIST	CONTENTS
FD1	Facility Volumes
FD2	Flow Path Orifice
VD1	Valve Geometry Variables
VD2	Impact Spring Data
VD3	Actuator Cylinder Geometry
VD4	Actuator Gas Supply Geometry
BRK	Brake Constants

Each namelist has one or more parameter names which are used to enter the associated input data. The namelist parameters are presented for the user's convenience:

FD1 Facility Volume Data (Cubic Feet)

V0 SUPPLY TANK
V1 TURBINE INLET
V2 TURBINE EXHAUST
V3 DSV INLET
V4 DUMP TANK

FD2 Facility Flow Path Orifice (Square Inches)

ADSO EXIT PIPES TO DUMP, A34: 2-20"DIA, CD=.62

VD1 Valve Geometry Variables

ISS INTEGER INDICATOR [0=MIT COWCATCHER; 1=ATARR SLIDING SLEEVE]
RO VALVE ANNULUS, OUTER RADIUS (INCHES)
RI VALVE ANNULUS, INNER RADIUS (INCHES)
RM MAIN SEAL RADIUS (INCHES)
XM MAIN SEAL BREAKAWAY (INCHES)
RS BACK SEAL RADIUS (INCHES)
XS BACK SEAL BREAKAWAY (INCHES)
THETA ENTRANCE ANGLE FROM VERTICAL (DEGREES)
MASS TOTAL MOVING MASS (KG)

Facility Model Parameters

VD2 Impact Spring Data
XKSC ZERO FORCE POSITION, MAIN VALVE CLOSING SPRING (INCHES)
KSC SPRING CONSTANT [CLOSING SPRING] (LBF/IN)
XKSO ZERO FORCE POSITION [VALVE OPENING SPRING] (INCHES)
KSO SPRING CONSTANT [OPENING SPRING] (LBF/IN)
CSF COEFFICIENT OF STATIC FRICTION
 COEFFICIENTS OF DYNAMIC FRICTION FOR SLIDER RANGES SHOWN:
CD1 0 TO X1
CD2 X1 TO X2
CD3 X2 TO X3
CD4 X3 TO END
 SLIDER POSITIONS FOR DYNAMIC FRICTION COEFFICIENTS:
X1 LOCATION 1 (INCHES)
X2 LOCATION 2 (INCHES)
X3 LOCATION 3 (INCHES)

VD3 Actuator Cylinder Geometry
DB BORE DIAMETER (INCHES)
DR ROD DIAMETER (INCHES)
NRODS NUMBER OF RODS [1 FOR MIT; 2 FOR ATARR]
SMAX MAXIMUM ACTUATOR STROKE (INCHES)
SP PISTON THICKNESS (INCHES)
S0 STROKE OFFSET, S @ X=0 (INCHES)
S1 OFFSET TO START OF TRANSFER PORT (INCHES)
S2 END OF TRANSFER PORT (INCHES)
AV67 TRANSFER PORT AREA (IN**2)
AF67 ACTUATOR FIXED BLEED AREA (IN**2)
ALEAK LEAKAGE AROUND PISTON (IN**2)
SSW SWITCH POSITION (INCHES)

Facility Model Parameters

VD4	Actuator Gas Supply Geometry
V5	OPENING GAS SUPPLY VOLUME (M**3)
VF6	OPENING LINE VOLUME (IN**3)
VF7	CLOSING LINE VOLUME (IN**3)
V8	CLOSING GAS SUPPLY VOLUME (M**3)
IVNT	VENT INDICATOR [0=DUMP; 1=ROOM]
AO56	OPENING GAS SUPPLY ORIFICE (IN**2)
AO7V	CLOSING GAS SUPPLY ORIFICE (IN**2)
AC87	CYLINDER CLOSING END VENT ORIFICE (IN**2)
AC6V	CYLINDER OPENING END VENT ORIFICE (IN**2)
VDEAD	DEAD VOLUME IN CYLINDER HEAD (IN**3)
BRK	Brake Constants
KB	BRAKE CONSTANT (W-S**2 / TESLA**2)
NB	BRAKE SPEED @ MAXIMUM TORQUE (RPM)
MDRUM	BRAKE DRUM MASS (KG)
CPD	BRAKE DRUM SPECIFIC HEAT (J/KG-K)
TAUB	BRAKE TIME CONSTANT (SECONDS)

Guidelines for entering each namelist name and parameters:

First line contains a dollar sign (\$) in column 2 and the namelist name starting in column 3. For each namelist parameter, open a new line and enter its name anywhere beyond column 1 followed by an equal sign (=), the value to be assigned the parameter, and a terminating comma (.). For example, the line " V3 = 250," appearing in the FD1 namelist input stream would specify a DSV inlet volume of 250 cubic feet. To terminate input for a namelist, its last line should contain the four characters "\$END" starting in column 2.

The second form of input to program *facility* consists of the responses to screen prompts for input data. These responses may be entered interactively or placed in an ASCII file to be read by the program. Since the data are order dependent, there is no recovery from input errors when a response file is used. Even considering this limitation, it is preferable to use this form of input because it provides an automatic record and a convenient platform for changes. For the most part, a response file consists of lines of single numbers whose meanings are explained in the outline presented below.

Facility Model Parameters

Outline of Response File Entries for the Facility Model Program

Parameter	Usage in Facility Model Program
IFRCDF	MODE INDICATOR [0=PREDICTIVE; 1=GENERATE RCDF VALUES]
IPNTOUT	GENERATE FULL PRINTOUT INDICATOR [0=NO; 1=YES]
ISD	START-UP DYNAMICS INDICATOR [0=NO; 1=YES]
ITURB	TURBINE# [0=INPUT LIST; 3=TURBINE 3; 7=MIT ACE; 8=FULL ACE]
	If ITURB=0, insert the following turbine parameters (one per line).
PIDP	DESIRED PRESSURE RATIO
ETADP	ADIABATIC EFFICIENCY
GDP	SPECIFIC HEAT RATIO
AT	EFFECTIVE CHOKED AREA (SQUARE INCHES)
IR	ROTOR MOMENT OF INERTIA (KG M**2)
DTIP	TIP DIAMETER (INCHES)
TGTWDP	GAS TO WALL TEMPERATURE RATIO
REDP	DESIGN REYNOLDS NUMBER
NS0	DESIGN OPERATING SPEED [RPM]
IBEX	EDDY-BRAKE OPTION [1-COMPUTED BY MODEL, 2-PREPROGRAMMED]
	If IBEX=2, insert the following parameters (one per line).
B0	INITIAL EXCITATION LEVEL
DB_DT	SECOND ORDER EXCITATION CONSTANT
D2B_DT2	THIRD ORDER EXCITATION CONSTANT
POPSI	SUPPLY TANK PRESSURE (PSIA)
T0IN	SUPPLY TANK TEMPERATURE (+K -F)
P4PSI	DUMP TANK PRESSURE (PSIA)
T4IN	DUMP TANK TEMPERATURE (+K -F)
GD	DESIRED TEST GAS GAMMA
	If IFRCDF=1, input a single line with the following four values:
PFILL(1)	PARTIAL PRESSURE OF GAS #1 (PSIA)
TFILLK(1)	TEMPERATURE OF GAS #1 (K)
PFILL(2)	FINAL FILL PRESSURE (PSIA)
TFILLK(2)	FINAL FILL TEMPERATURE (K)

Facility Model Parameters

Outline of Response File Entries for the Facility Model Program (continued)

Parameter	Usage in Facility Model Program
NTGCMP	NUMBER OF TEST GAS COMPONENTS [NTGCMP = 1 OR 2]
ITGCMP	TEST GAS INDICATOR(S) [1=AIR; 2=ARGON; 3=FREON12; 4=N2; 5=CO2]
P5PSI	OPENING RESERVOIR PRESSURE (PSIA)
P8PSI	CLOSING RESERVOIR PRESSURE (PSIA)
PVRPSI	VENT RESERVOIR PRESSURE (PSIA)
PVA0PSI	INITIAL ACTUATOR PRESSURE (PSIA)
NAGCMP	NUMBER OF ACTUATOR GAS COMPONENTS [USUALLY 1]
IAGCMP	ACTUATOR GAS INDICATOR [1=AIR; 2=ARGON; 3=FREON12; 4=N2; 5=CO2]
TSIM	SIMULATION RUN TIME (SECS)
NPMS	NUMBER OF STEPS PER MILLISECOND
TOPEN	VALVE OPENING TIME (SECS)
TCLOSE	VALVE CLOSING TIME (SECS)
TON	BRAKE TURN-ON TIME (SECS)
TOFF	BRAKE TURN-OFF TIME (SECS)

Hopefully, this document provides an accurate summary of the input data required to successfully use program *facility*. It is important to note that when the program is run in the mode to generate RCDF values, it is essential that a file of the form "run*.rcdf" (* = run number) be present in the current working directory. No such restriction is imposed when the program is run in predictive mode.

PREVIOUS CORRESPONDENCE

5/7/93

Technical Memo

To: Dr. C. MacArthur
From: C. Haldeman, M. Dunn
Subject: Main Valve Model Update
Date: 7-27-92

Dr. MacArthur-

The purpose of this brief note is to bring you up-to-date on our progress with the main valve model, show you some results, outline the testing intended for this week, and discuss quickly some concerns so that you can be thinking about them.

First of all we have a model which predicts the X vs T of the main valve well, and it predicts the pressures in the chambers (although not quite as well). This model was developed by examining one run of a test matrix in detail and then using the best model from that one run to predict other runs, varying only those parameters which varied from run to run. Thus things like the friction and grove placement would remain the same for both runs and only the valve areas would change. The particular matrix we were examining was test matrix 3 consisting of:

Run	P1 Open Res. (psia)	P2 Act. Res. (psia)	P3 Close Res. (psia)	Notes
1	331	174	426	Both Vent valves removed, All other valves set to 10.5 turns open
2	335	181	443	Same as Run one but all valves wide open
3	335	180	432	Same as Run 2, but Vent lines removed

The real purpose of this test was to: 1) examine the effect of the smaller reservoir installed on the opening side and 2) see if the vent lines were restricting the valve motion.

Run 1 was used as the design run, with all the parameters being set to achieve "optimal" agreement, and then this model was used to predict runs 2 and 3. By way of summary, the model has been changed in three key areas:

Actuator volumes:

Original:

$$V(6)=AO*S+VF6$$

$$V(7)=AC*(S_{MAX}-S)+VF7, S_{MAX}=12$$

New:

$$V(6)=AO*S+VF6+VDEAD$$

$$V(7)=AC*(S_{MAX}-S-SP)+VF7+VDEAD$$

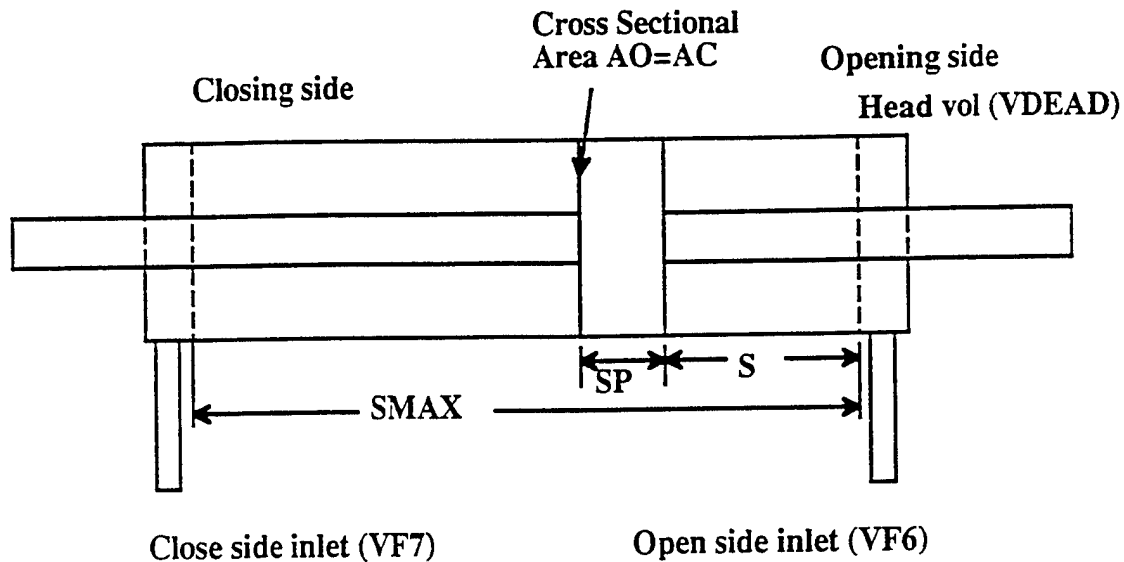
Where S_{MAX} = internal length of main valve piston chamber = 15.5

$AO=AC$ = Cross sectional area of piston

S = position of Actuator piston

VF7, VF6 = the volumes of the respective fill lines

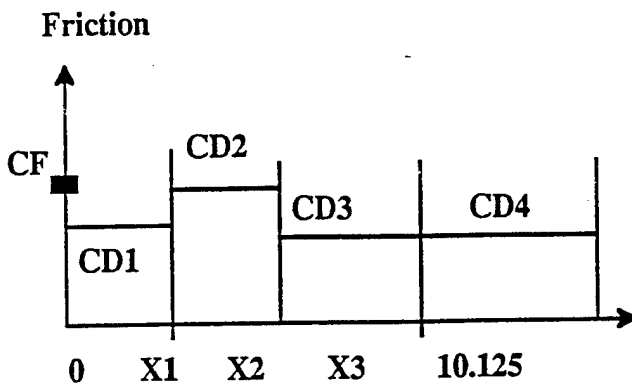
VDEAD = Volume of the head plate



The key difference here is the addition of the volume (9.6 in^3) under the head which was not originally accounted for. Previously, I thought that Gerry did not account for the piston thickness (3.5"). This was because I thought he was using $\text{SMAX} = 15.5$; however, he ran his models with a different $\text{SMAX} (= 12)$ which intrinsically accounts for the piston thickness.

Frictional Coefficients:

Originally the model had only two friction values; a static and dynamic friction. I have found that a more complicated scheme provides better agreement. This is a piecewise continuous system



which has a basis in the fact that the the friction is reduced dramatically when the piston rings are over the grooved area of the cylinder.

Actuator Bypass Area

Original:

If ($S \leq S1$) Then $A67 = AF67$

If ($S > S1$ and $S < S2$) Then $A67 = AF67 + AV67$

If ($S \geq S2$) Then $A67 = AF67$

$S1=5$, $S2=10.5$, $AF67$ = Cross over area (outside), $AV67$ = Area of grooves

New:

If ($S \leq S0$ or $S \geq SSW$) Then $A67 = AF67$

If ($S > S0$ and $S \leq S1$) Then $A67 = AF67 + ALEAK$

If ($S > S1$ and $S < S2$) Then $A67 = AF67 + AV67$

If ($S \geq S2$ and $S < SSW$) Then $A67 = AF67 + ALEAK$

Where $ALEAK$ is an extra leakage which stops when the valve stops moving at either end and SSW is a variable (usually fixed) at the maximum displacement of the valve (11.125 ").

Results:

The main criteria for a good model were, in the order of preference:

- 1) Match of X vs T
- 2) Match of chamber pressures after valve stops
- 3) Match of reservoir pressures
- 4) Similarity between closing and opening characteristics
- 5) Match of chamber pressures during valve motion

Figure 1 shows the X vs T for all three runs, the differences in closing time is due to the manual firing of the main valve. Figure 2 shows the model calculated from run 1 (called model 96) used to predict the motion of run 2. A couple of important points. First the model shows the compression of the springs (which we do not measure), thus the model shows a greater final X position. Secondly, the two places of greatest discrepancy occur at the same relative position in the stroke, after about 9 inches of movement. Finally, it is important to realize that after the valve is opened 8.5" it is fully open, any more distance does not change the flow area. The sources of these inconsistencies in the model are shown in figure 3. Both on the opening and closing side, the model over-predicts the dampening pressure. I am not sure why this occurs. Figure 4 shows the reservoir pressures which agree well.

The last major inconsistency in the model is this over-prediction on the dampening side of the piston and the offset in the dampening side (i.e. closing side for the opening stroke and opening side for the closing stroke) after the piston stops moving. Any corrections to account for this make the X vs T change.

For comparison purposes, figures 5 and 6 show the output from the original math model with the same areas and volumes that I use in my models but with the contributions of $ALEAK$ grouped into $AF67$ and with no $VDEAD$. One can see that the original model under-predicts both position and pressure differences greatly during the valve motion.

Future Work

Using the model as it now exists, two predictions have been made. Figure 7 shows the first run which will be tried with pressure in the supply tank. This test corresponds to 15 psig across the valve. One can see that the velocity is low (.25 m/s) as the valve closes (nominal run conditions according to Gerry's model were about .75 m/s). Figure 8 shows a nominal high ΔP run. One important point to note is the vibrations which occur. This is due to the fact that it requires so much initial pressure to overcome the supply tank pressure that once this occurs, the piston goes extremely fast, compressing the gas in the dampening side. However, we do know that the model as it presently exists, over-predicts these pulses, and thus these vibrations may in fact be much less. Even if they did occur, they are occurring at a location where the main valve is not influencing the flow area (after about 8.5"). And finally the velocities seem to be reasonably low during the final stages of motion.

With this in mind, the goal of these week is to steadily increase supply tank pressure while measuring valve performance. At this point we have reason to believe that:

- 1) The model does predict pressures and position fairly well
- 2) The possibility for damage to the valve during this ramp up process is minimal

There is still work which needs to be done on the model. The two areas which need to be addressed are the pressure inconstancies mentioned earlier and the questions involving the proper prediction of velocity. The model uses a $\Delta X/\Delta T$ system to predict velocity. This is clearly an approximation to the real velocity which is $\partial X/\partial T$. Presently an inconsistency exists between the $\Delta X/\Delta T$ data and the data which is obtained by fitting a polynomial through X vs. T and then analytically differentiating it. To some degree this problem, while annoying, is not major since the impact criteria can be set for velocities in either system. Presently our design criteria is not to hit the O-ring sealing plate any harder than we have been, and in no case to hit it such that the springs compress entirely. At this point, any future improvements in the model can be relegated to a future task, when other more critical issues have been resolved.

5/7/93

Technical Memo

To: C. MacArthur and R. Bergerly

From: C. Haldeman

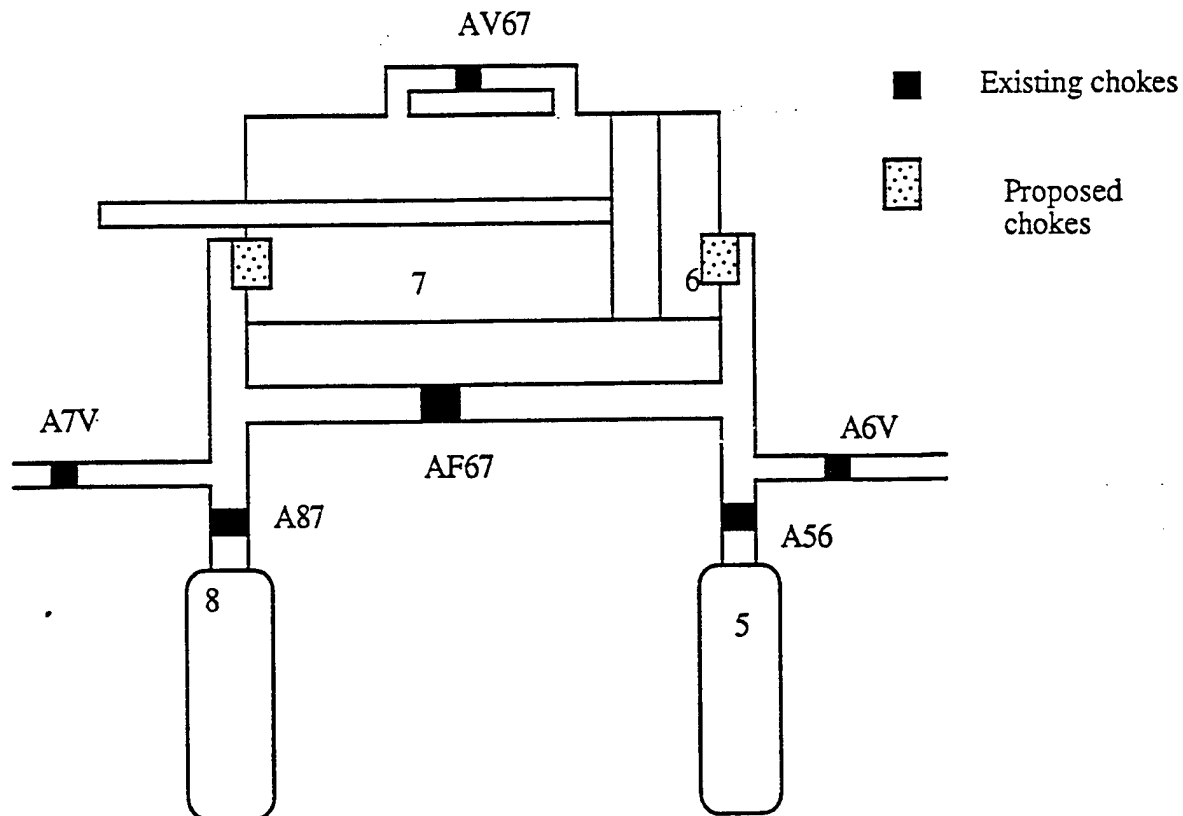
Subject: Math Model Revisions

Date: 10-27-92

I have become convinced that during valve motion there is something physically happening which we are not modeling well. This comes from two important facts:

- 1) The long term pressure traces (i.e over 2-5 seconds) agree well for the reservoir pressures, and the patterns are similar for chambers 6 and 7 (although the offsets are off)
- 2) Any attempt to correct the short-term pressure distribution in chambers 6 and 7 (i.e while the piston is moving) degrades our relatively good agreement with the reservoir pressures.

One explanation of this is that during valve motion another choking condition appears. This would explain the high back pressure in the compression chamber. The figure below shows where I believe these two choke conditions occur.



There are two ways to proceed. The most complete way would be to remodel the valve system as comprising of 6 chambers instead of the existing 4. However that could become quite complicated. A simpler, quicker solution may be to change the **venting areas and**

5/7/93

Technical Memo

compression volumes when the piston is moving. Thus, on the opening stroke when the piston is moving, the total volume of chamber 7 would only be chamber 7 and not the line volume and VDEAD, and the choke area would be different from A7V. After the piston stops moving the total volume increases by the line volume and VDEAD and the choke area changes to A7V. On the closing stroke the same thing would happen to chamber 6.

We measure the chamber pressures (6 and 7) outside of the main valve itself, and thus, outside of the new proposed choke areas. This would imply that our measured values on **the compression side** are actually lower than what would be in the chamber during this choking condition. However this could explain quite a bit about the compression spike. Looking at figure 9 on the last main valve memo I sent (10-6-92), one sees that the model predicts a large compression spike which we do not see. If there was a secondary choke occurring this could in effect isolate our compression pressure transducer from measuring this spike. This scenario would also explain the strange friction factors we obtain from our measurements since the compression side pressure would not be accurate. Here are my suggestions:

- 1) Use timing information, rather than valve position to set when the choke areas are activated.
- 2) Assume that the choke starts in front of the head (so VDEAD is added to the line volume).
- 3) Make all these parameters controllable from cwh_config.dat

10/6/92

Technical Memo

To: Dr. C. MacArthur, C. Murawski, and J. Finnegan

From: C. Haldeman, M. Dunn

Subject: Main Valve Model Update II

Date: 10-6-92

The purpose of this brief note is to outline the results of the main valve model for the high pressure runs (Matrix 6), describe the status of the model, and to transfer to WPAFB the capability of running the model. The present changes in the model are outlined in the memo dated 7-27-92 to Dr. MacArthur.

Nomenclature:

The model results conform to Dr. Guenette's original notation. Figure 1 is a schematic of what the different areas and chambers represent. V_5 is the open reservoir and V_8 is the closing reservoir. The five choke areas A_{7V} , A_{87} , A_{F67} , A_{6V} , and A_{56} are physically created by the five needle valves. A_{V67} represents the grooves cut into the piston cylinder housing. The following terms are used in the model and are sometimes used on the graphs:

POS- Valve position, sometimes referred to as X , units are inches

VEL - Valve velocity, units are m/s

P_x - Where x is the chamber number, refers to the pressure in the chamber, units are psi

Throughout the write-up there are several terms used to describe the main valve behavior and pressure fluctuations in chambers 6 and 7. These are shown on figure 4 and are summarized below.

Opening Stroke- The operation of the valve going from closed to open position

Closing Stroke- The operation of the valve going from open to closed position

Initial Pressure Spike - The first pressure pulse in the actuating side of the piston (P_6 during the opening stroke and P_7 during the closing stroke)

Compression Pressure Spike - The first pressure pulse in the compression side of the piston (P_7 during the opening stroke and P_6 during the closing stroke)

Predicted Performance of Main Valve:

Figures 2-6 show the predicted performance of the main valve (for the present model configuration) for differential pressures of 50 psi, 80 psi and 95 psi. Figure 2 shows the position and velocity prediction of the valve. Figure 3 shows the pressure histories of the opening and closing reservoirs. Figure 4 shows the pressure histories of volumes 6 and 7 (this figure also has examples of the pressure spikes). Figure 5 and 6 are the position and velocity curves for the 80 and 95 psi cases respectively.

Model Summary:

Figures 7-9 show the analysis for the last set of data points obtained (the 55 psi run, Matrix 6, Run 6). Figure 7 shows the pressure histories for the open and close reservoir, while figure 8 shows the valve position and figure 9 the pressure histories inside the piston. While figure 7 shows good agreement between the recorded reservoir pressures and the model, figure 8 shows that the piston position does not agree as well. Originally the model initial pressure spike (see figure 9) was in a significantly different time position relative to the experimental data. This was found to be a timing problem which was easily corrected. While the model still shows all the same characteristics (i.e. there are spikes at the same time on both the model and experimental data, the absolute levels differ significantly).

The initial pressure spike is a very strong function of the reservoir choke areas: A87 or A56 (meaning that very small changes in the area make the model either over-predict or under-predict this phenomenon). And from the valve position histories, it is clear that the absolute values have little influence on the valve motion. It is the compression spike that is causing problems for the valve motion. Several attempts have been made to adjust the model to make the compression spike more compatible with experimental results (discussed later), but none were successful. At this point, the model can be used predictive tool to estimate the valve motion. Since we have shown that the system is over-damped, the chances of damaging the valve have been reduced considerably and it is our recommendation to continue with the high pressure testing.

Model Analysis:

Several attempts were made to make the compression spike more closely approximate the experimental data. The spike could be reduced by increasing the leakage area (ALEAK) to about .1 in² (which is about 2.5 times the flow area of the gas leaving the reservoirs). However, the predicted decaying pressure history of the closing actuator (from .8 to 2.1 seconds, see figure 9) was still much lower than the experimental one. In addition, the volume of the closing side was decreased dramatically (with no influence).

It has been generally concluded that the size of the reservoirs and the opening and venting choke areas (A87, A56, A7V, A6V) set the macro (0-5 secs) pressure decay of the reservoirs and the timing of the initial pressure spike. The slope of the decay (see figure 7) is dictated by the internal passages in the piston cylinder. The slope of the decay of the inner chambers (see figure 9) is dictated by the bypass ratio, AF67.

Since the valve motion is dictated by the difference between P₆ and P₇ in the first second of operation, the pressures after that may not need to line up. However, pressures that are far off when the valve goes to close, cause much larger differences between prediction and experiment for the closing stroke.

Running the Valve Model:

It is clear, that the best way to improve valve performance is to integrate the model testing with valve testing. The most inexpensive and expedient way to do this is to have the people at WPAFB do the integration. The model is stored in Haldeman's account and can be accessed simply by typing "facility" from that account. It requires two input files. One is the configuration file "cwh_config.dat" (a copy is enclosed). This file has all the information about the main valve such as the choke areas, the reservoir volumes, etc. The second file "facility.startup" contains all the initial conditions of the facility such as the supply tank pressure, opening time of valve, etc. Thus if the valve were working perfectly, one would only need to modify this last file to run any test condition.

The model has three types of output. There is the traditional output (labeled BD.OUT and BD.PLT) which contain all the model information. BD.OUT also contains the initial information stored in "cwh_config.dat" and "facility.setup". BD.PLT has its data comma delimited. A new file is called "valve.dat" which contains information specific to the valve (comma delimited). These three files are ASCII and can be read by other programs or computers (like a Macintosh). The third set of output are the velocity, pressure and positions associated with the main valve in DAS format. These are called P5_FM.3, P6_FM.3, etc. These files can be used as input to the DRP, so it is easy to make comparisons between the model and the experimental data.

There are three Fortran routines which help in data processing. One is called "d2vfint.F" which converts from DAS to ASCII format. This program can be used to take several DAS files and create a multiple column ASCII file (which is quite large). The correct usage can be determined by just typing the program name, and it responds with the appropriate syntax. Once this ASCII file has been created, another program called "timint.F" can be used to select a piece of this bigger file based on time (i.e. all data between 1 and 2 seconds) or select every n^{th} data point. The output can then usually be handled by commercially available analysis programs. The final program is called "foraft.F" which takes as its input the two LED files used to measure the position of the main valve. This program finds the corners of the pulses and is used to determine when the main valve reverses direction. The output is also ASCII and can be ported to other data analysis programs. This has been used as input to the Macintosh which actually develops the position of the valve over time.

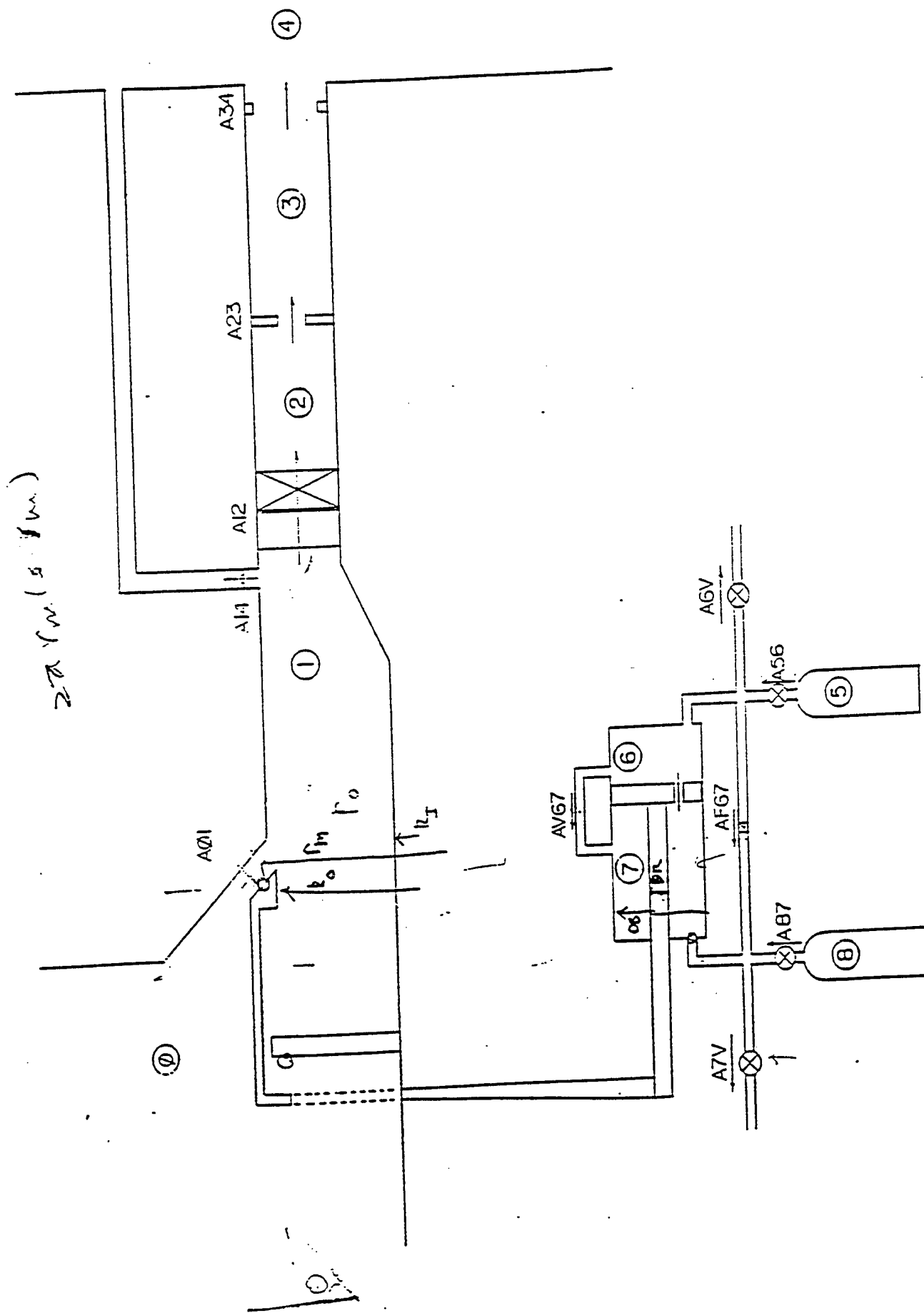
Future Work:

Preliminary predictions suggest that if all needle valves were eliminated, then the main valve may move smoother at higher pressures (i.e. with less vibration). Choke areas are approximately $.06 \text{ in}^2$ without the needle valves, $.04 \text{ in}^2$ with the needle valves wide open, and $.025 \text{ in}^2$ with the needle valves ten turns open. All values shown in "cwh_config.dat" are the best ones known to date.

We believe that the present configuration will work at all pressure values, although we also believe that the system could be optimized by tweaking some of the valves on the closing side. Figure 8 shows that the main valve covers about 90% (9 inches) of its closing stroke, relatively quickly, while the last 10% (1") takes 150 ms. This should be capable of being improved upon.

It is clear that something is happening in the compression chamber which causes the pressure to be quite high, compared to that predicted by the model, and that this is not a function of the vent or inlet choke areas (otherwise the reservoir pressure histories would not agree). Understanding this may take some extra experimentation, and possibly some derivation of internal properties based on measured values. Presently, this can best be done by the personnel at WPAFB who have access to the main valve. We are, of course, ready and willing to help if any difficulties should arise.

Figure 1.



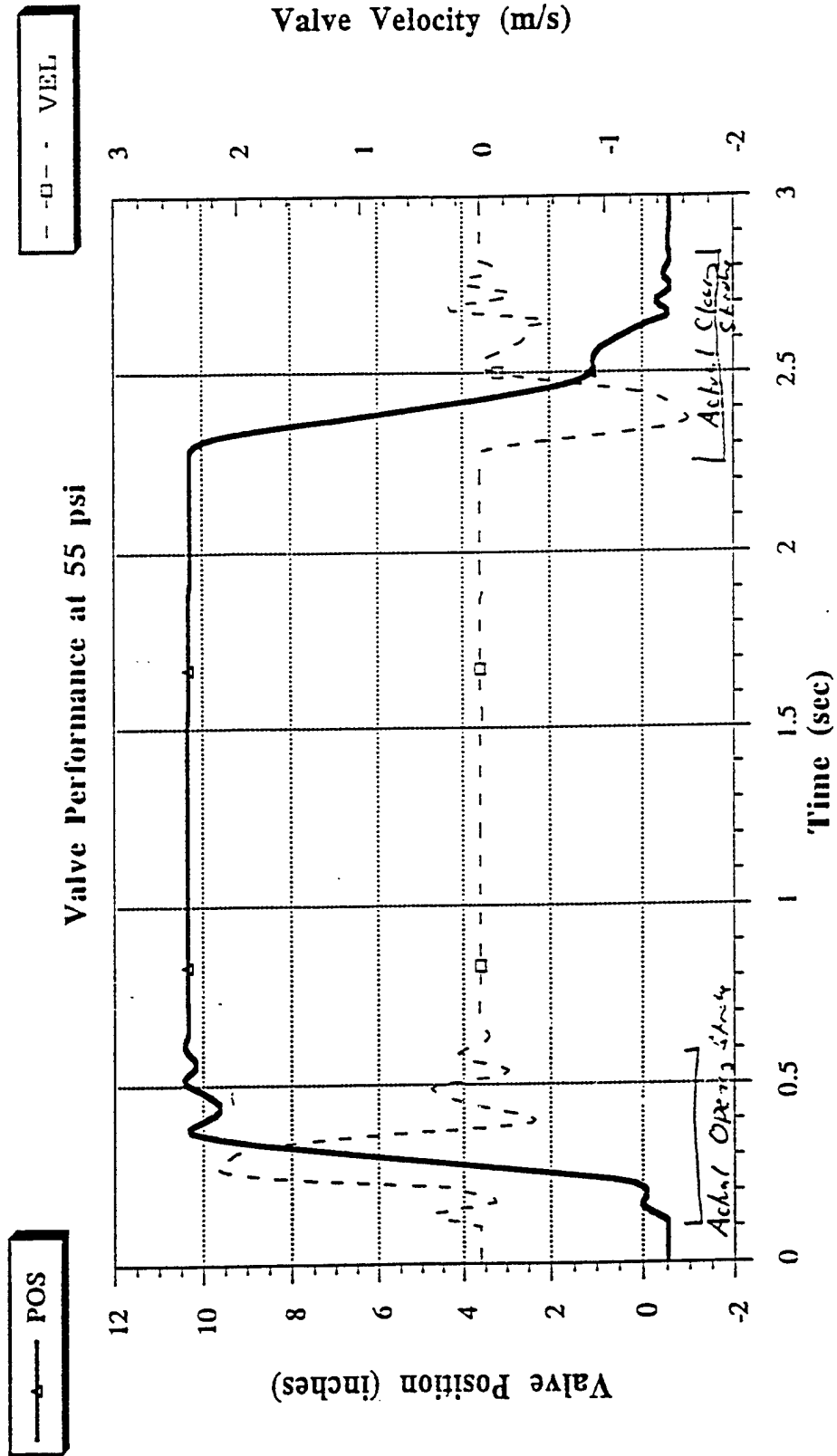


Figure 2

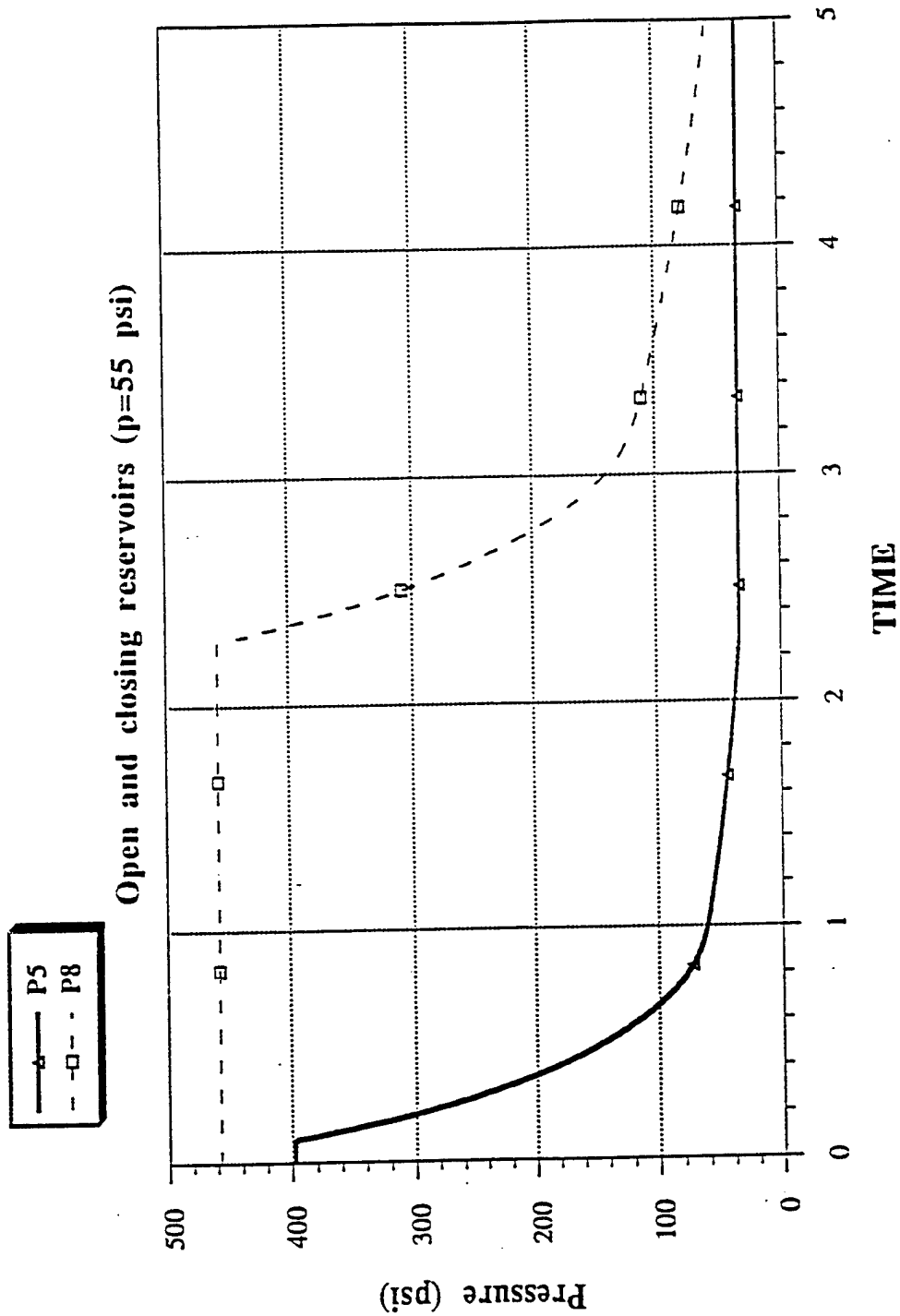


Figure 3

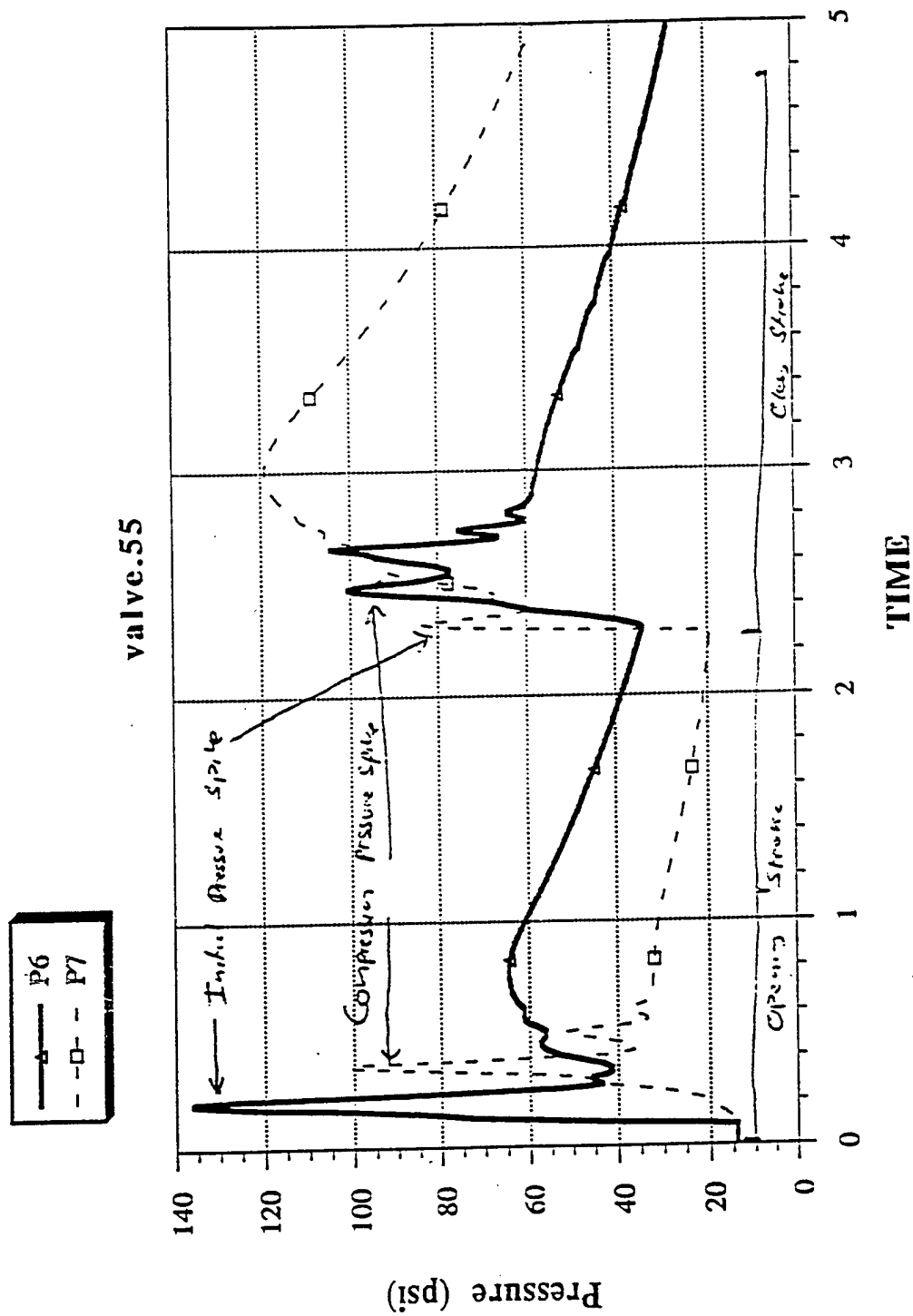
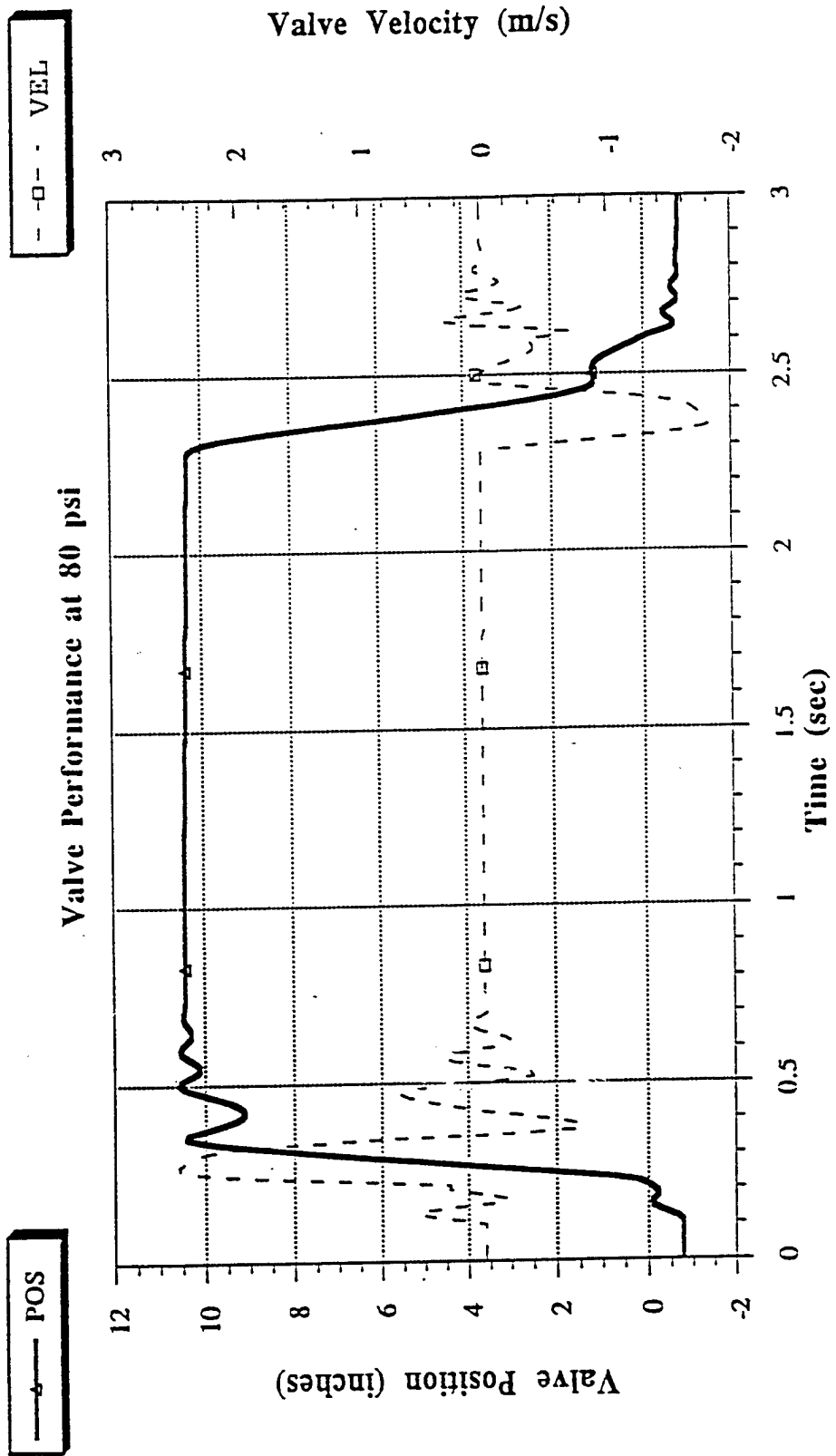


Figure 4



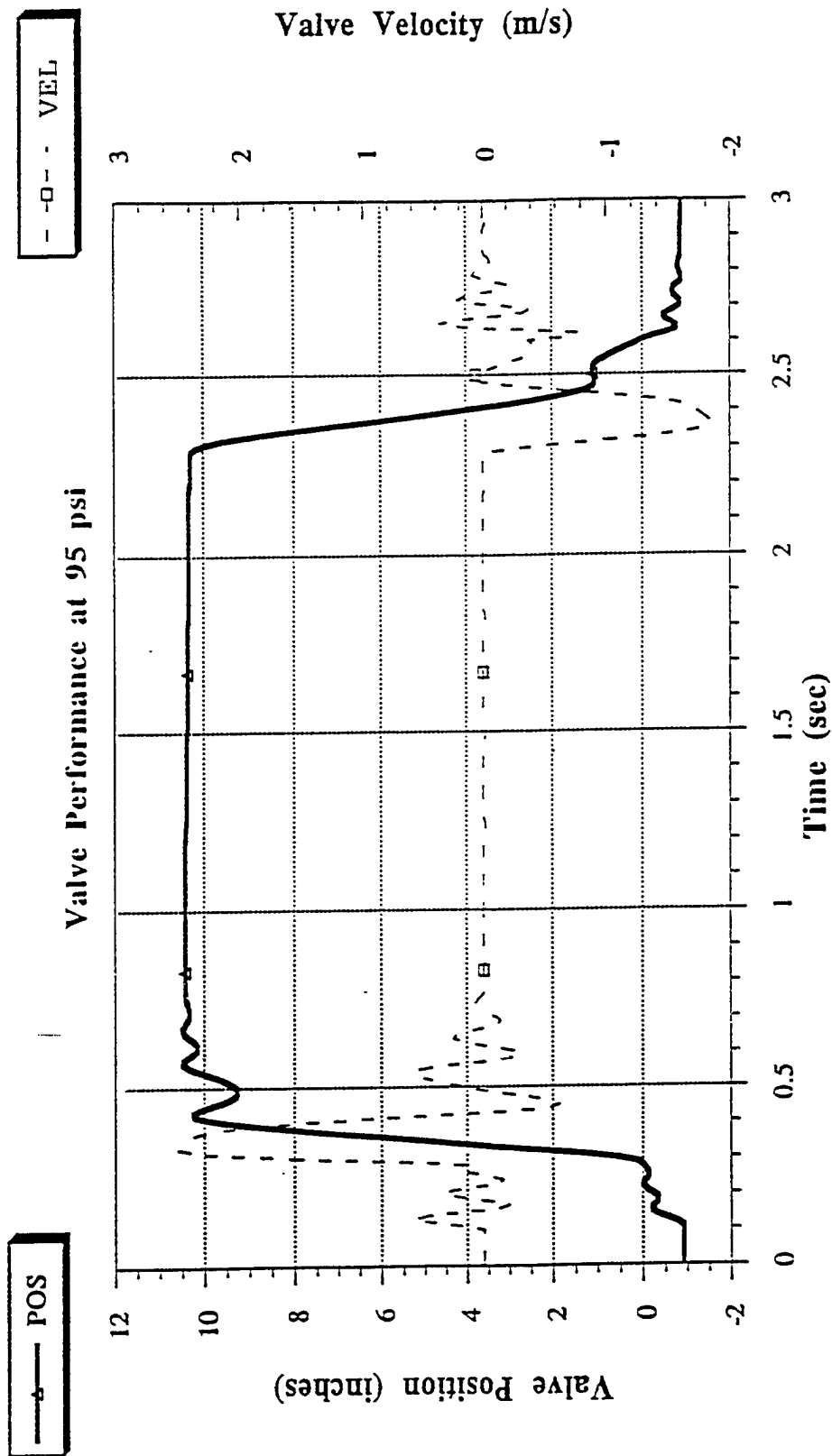


Figure 6

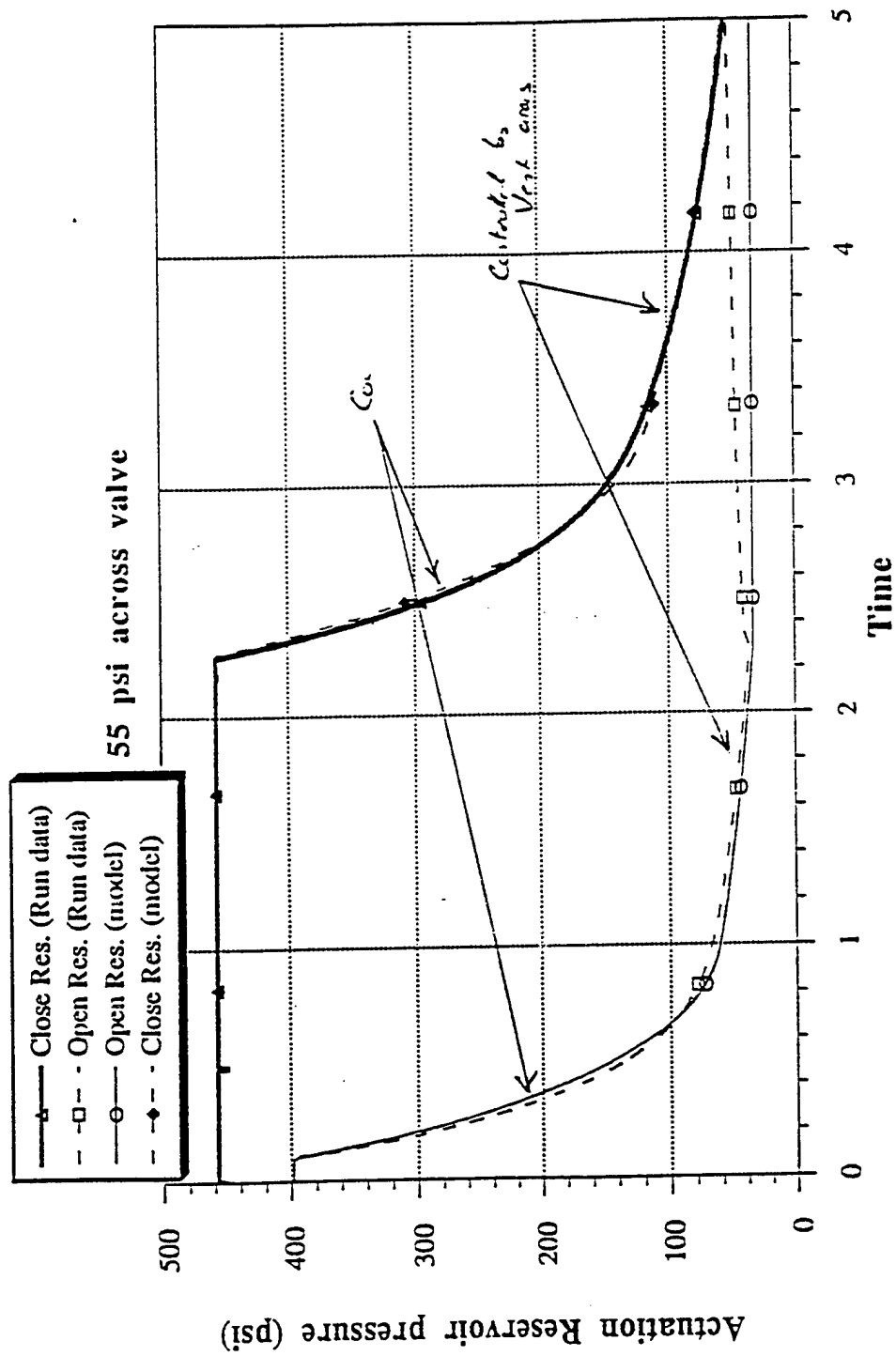


Figure 7

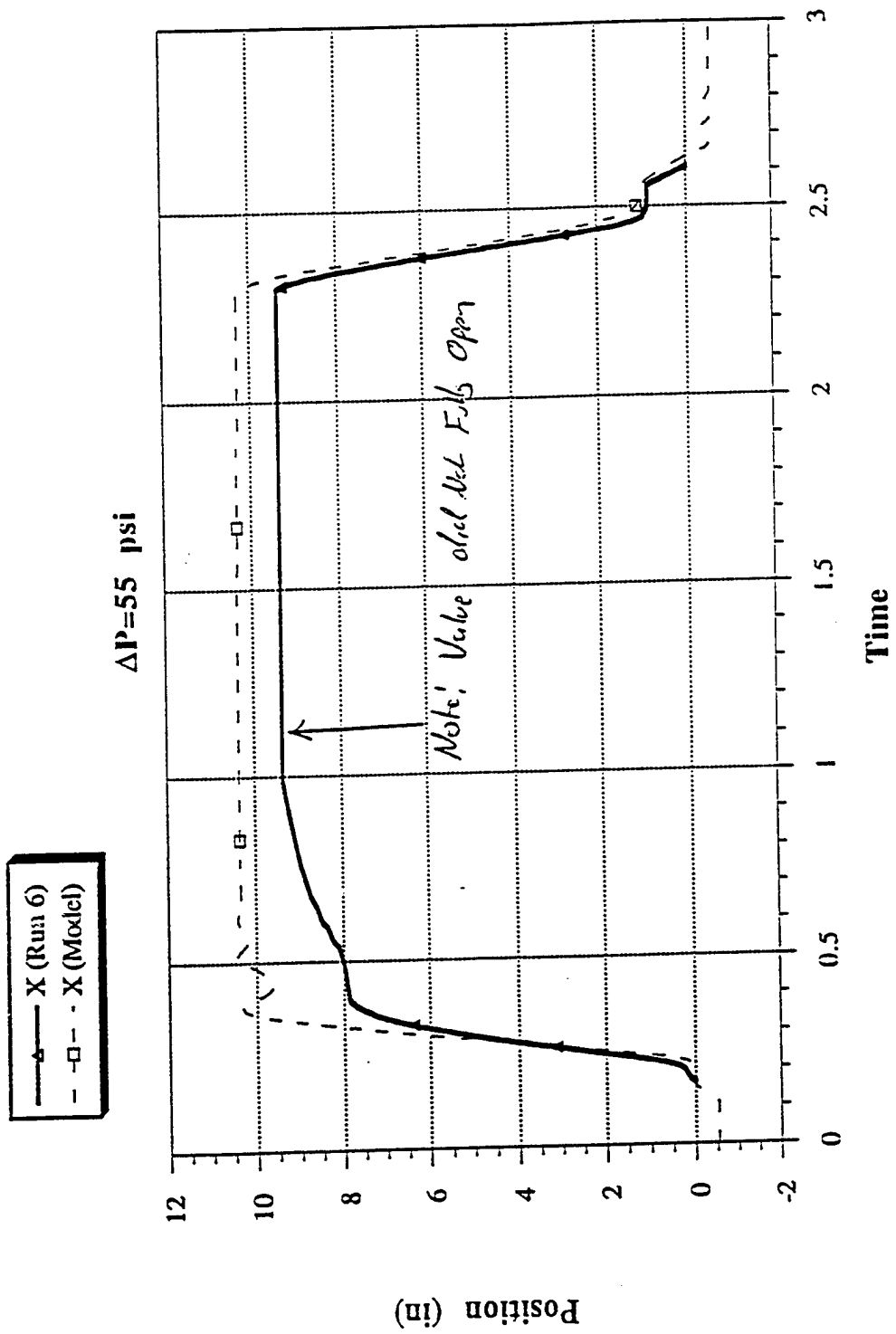


Figure 8

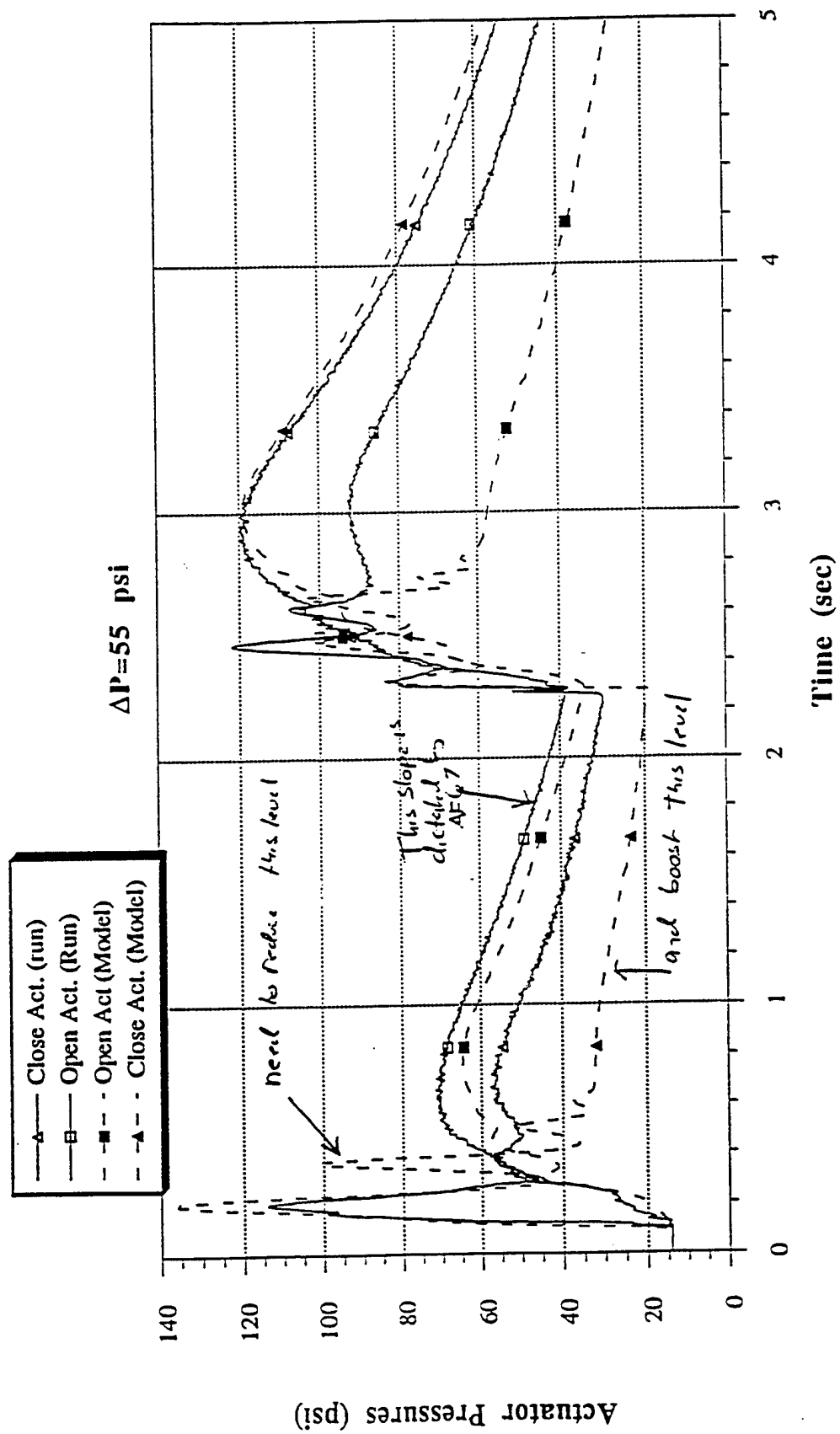


Figure 9.

cwh_config.dat

*/ Facility Configuration Data File

*/ FD1 has Facility Volume Data, ft**3

*/V0 - SUPPLY TANK

*/V1 - TURBINE INLET

*/V2 - TURBINE EXHAUST

*/V3 - DSV INLET

*/V4 - DUMP TANK

\$FD1

V0= 3200.,

V1= 21.,

V2= 2.,

V3= 250.,

V4= 6400.

\$END

*

*/FD2 has Facility Flow Path Orifice, in**2

*/ADSO - EXIT PIPES TO DUMP, A34: 2-20"DIA,CD=.62

\$FD2

ADSO= 390.

\$END

*

*/VD1 has Valve Geometry variables

*/ISS =1 FOR SLIDING SLEEVE (ATAR), =0 FOR COWCATCHER (MIT)

*/RO - VALVE ANNULUS, OUTER RADIUS (INCHES)

*/RI - VALVE ANNULUS, INNER RADIUS (INCHES)

*/RM - MAIN SEAL RADIUS (INCHES)

*/XM - MAIN SEAL BREAKAWAY (INCHES)

*/RS - BACK SEAL RADIUS (INCHES)

*/XS - BACK SEAL BREAKAWAY (INCHES)

*/THETA - ENTRANCE ANGLE FROM VERTICAL (DEGREES)

*/MASS - TOTAL MOVING MASS (KG)

\$VD1

ISS= 1,

RO= 17.25,

RI= 7.75,

RM= 18.00,
XM= 0.058,
RS= 17.30,
XS= 0.041,
THETA = 45.0,
MASS = 277.0
\$END

*

* VD2 has Impact Spring Data

*/XKSC - ZERO FORCE POSITION, MAIN VALVE CLOSING SPRING (IN)

*/KSC - SPRING CONSTANT (LBF/IN), CLOSING SPRING

*/XKSO - ZERO FORCE POSITION, VALVE OPENING SPRING (IN)

*/KSO - SPRING CONSTANT (LBF/IN), CLOSING SPRING

*/CSF - COEFFICIENT OF STATIC FRICTION

*/ COEFFICIENTS OF DYNAMIC FRICTION FOR SLIDER RANGES SHOWN:

*/CD1 - 0 TO X1

*/CD2 - X1 TO X2

*/CD3 - X2 TO X3

*/CD4 - X3 TO END

*/X1 - FIRST SLIDER POSITION FOR DYNAMIC FRICTION COEFFICIENTS (IN)

*/X2 - SECOND SLIDER POSITION FOR DYNAMIC FRICTION COEFFICIENTS (IN)

*/X3 - THIRD SLIDER POSITION FOR DYNAMIC FRICTION COEFFICIENTS (IN)

\$VD2

XKSC= 0.,

KSC= 8000.,

XKSO= 10.125,

KSO= 5000.,

CSF= 0.40,

CD1= 0.27,

CD2= 0.4,

CD3= 0.4,

CD4= 0.27,

X1= 2.0,

X2= 5.0,

X3= 8.0,

\$END

*

* VD3 has Actuator Cylinder Geometry

*/DB - BORE DIAMETER (IN.)

*/DR - ROD DIAMETER (IN.)

*/NRODS - =2 FOR ATAR, =1 FOR MIT

*/SMAX - MAXIMUM ACTUATOR STROKE (INCHES)

*/SP - PISTON THICKNESS (INCHES)

*/S0 - STROKE OFFSET, S @ X=0 (INCHES)

*/S1 - OFFSET TO START OF TRANSFER PORT (IN.)

*/S2 - END OF TRANSFER PORT (INCHES)

*/AV67 - TRANSFER PORT AREA (IN**2)

*/AF67 - ACTUATOR FIXED BLEED AREA (IN**2)

*/ALEAK - LEAKAGE AROUND PISTON (IN**2)

*/SSW - SWITCH POSITION (IN)

\$VD3

DB= 8.0,

DR= 3.5,

NRODS= 2,

SMAX= 15.5,

SP= 3.5,

S0= 1.0,

S1= 4.75,

S2= 7.75,

AV67= 2.0,

AF67= 0.030,

ALEAK= 0.015

SSW= 11.125,

\$END

*

* VD4 has Actuator Gas Supply Geometry

*/V5 - OPENING GAS SUPPLY VOLUME (M**3)

*/VF6 - OPENING LINE VOLUME (IN**3)

*/VF7 - CLOSING LINE VOLUME (IN**3)

*/V8 - CLOSING GAS SUPPLY VOLUME (M**3)

*/IVNT - VENT TO DUMP=0, VENT TO ROOM=1

*/AO56 - OPENING GAS SUPPLY ORIFICE (IN**2)

*/AO7V - CLOSING GAS SUPPLY ORIFICE (IN**2)
*/AC87 - CYLINDER CLOSING END VENT ORIFICE (IN**2)
*/AC6V - CYLINDER OPENING END VENT ORIFICE (IN**2)
*/VDEAD - DEAD VOLUME IN CYLINDER HEAD (IN**3)

\$VD4

V5= 2472.0E-6,

VF6= 33.2,

VF7= 32.0,

V8= 4206.0E-6,

IVNT= 1,

AO56= 0.0360,

AO7V= 0.060,

AC87= 0.042,

AC6V= 0.064,

VDEAD= 9.6,

SEND

*

* BRK has BRAKE CONSTANTS

*/KB - BRAKE CONSTANT (W-s**2 / Tesla**2)

*/NB - brake speed @ maximum torque (rpm)

*/MDRUM - BRAKE DRUM MASS (KG)

*/CPD - BRAKE DRUM SPECIFIC HEAT (J/KG-K)

*/TAUB - BRAKE TIME CONSTANT (SECONDS)

\$BRK

KB= 80.829,

NB= 7461,

MDRUM= 33.36,

CPD= 427.0,

TAUB= 0.01

SEND

facility.setup

0 /Generate RCDF values ,1=yes, 0=no/
1 /Generate full printout, 1=yes, 2=no/
1 /Start-uo dynamics? 1=yes, 0=no/
3 /Turbine number/
5992 /Operating speed/
1 /Eddy-brake option 1-computed by model, 2-preprogrammed/
95.0 /supply tank pressure/
300.0 /supply tank temperature K/
1.40 /Dump tank pressure/
300 /Dump tank temp./
1.4 /Gamma/
1 /# of test gas components/
1 /1 - air, 4 - nitrogen/
500.0 / open resevoir Press/
600.0 / close reservoir pressure/
14.30 / vent pressure/
14.30 / Actuation initial pressure/
1 /# of actuator gas components/
4 /gas type 1-air, 2-argon, 3-R12, 4-N2, 5-CO2/
5 /run time/
10 /number of timesteps per ms/
.097 /open time/
2.28 /close time/
.089 /Brake turn-on time/
2.5 /Brake turn-off time/